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Journal of the Royal Institute of British Architects

THIRD SERIES

VOL. XXXVII. No. 1 — 9 NOVEMBER 1929

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Sir Banister Fletcher, F.S.A., F.S.I.
President R.I.B.A.

VOL. XXXVII. No. 1 9 NOVEMBER 1929

NINETY-SIXTH SESSION, 1929-30

THE INAUGURAL ADDRESS

BY THE PRESIDENT, SIR BANISTER FLETCHER, F.S.A.

[*Read before the Royal Institute of British Architects on Monday, 4 November* 1929.]

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1. INTRODUCTION.

THE Inaugural Address at the commencement of each session has become an established custom with most societies, and on the opening of this—our ninety-sixth session—I propose to sum up the events of the past year and deal with our present affairs. An inaugural address must of necessity include some reflections on the activities of the past year and an appreciation of the possibilities of the present.

As the thirty-third President of the Royal Institute, I follow many distinguished men in the Presidential Chair.

The first President, Earl de Grey, though not an architect himself, presided over the Institute for a quarter of a century, and was succeeded by able men who have left their mark on the architecture of their time, such as Charles Robert Cockerell, Sir Gilbert Scott, Charles Barry, George Edmund Street, Alfred Waterhouse, and Sir Ernest George, who, with others, all carried on the great traditions of our art in diverse branches of architecture.

Past Presidents, still fortunately among us, include such eminent men as Sir Aston Webb—the doyen of the profession—Sir Reginald Blomfield, Sir John Simpson, Mr. Alfred Gotch, Mr. Guy

Dawber, and my immediate predecessor, Mr. Walter Tapper, who during his term of office gave his time ungrudgingly to the furtherance of the aims of the Royal Institute.

It is unnecessary for me to say that I feel very keenly the high honour and responsibility you have placed upon me of following such notable men, but the knowledge that I have the full support of the Council and of my fellow members, inspires me with confidence in entering on my term of office.

2. Events of the Year.

The events of the past year, which are stepping stones in the national advance of Architecture, have been more than usual, both in number and importance.

(*a*) *The Development Scheme.*

The Council's proposals for the development of the R.I.B.A. were approved by a very large majority in the postal vote which was taken last June. We look forward to the complete success of the scheme when it is brought into operation, and believe that it will serve the best interests of Architecture and architects as well as consolidate the position of the Royal Institute.

(*b*) *The Registration of Architects*

The Bill for the Registration of Architects—a subject of wide interest—has unfortunately not secured a place in the ballot for this Session of Parliament. It has been carefully drafted and redrafted to meet every reasonable objection and to protect every legitimate interest involved, and so we have reason to hope that a measure which has been passed through all its stages in the House of Lords, and has been approved in principle by the House of Commons, will become law in the near future, and so regulate and define our professional position.

(*c*) *The New Premises.*

The new premises are going to claim our attention, for the second year of Mr. Tapper's presidency was marked by the acquisition of a splendid site in Portland Place for the future headquarters of the R.I.B.A. The Council have decided that, in due course, an open competition is to be held for the design of this important building. We are all indebted to the members of the Premises Committee for the work they have done for us and, in particular, our thanks are due to Colonel Hopkins, the Chairman of the Finance and House Committee, who found the site and was mainly responsible for securing it on such favourable terms.

(*d*) *The Scale of Charges.*

The Scale of Charges is being considered and revised by a Special Committee which has worked for a long time on this matter, and it is hoped that a satisfactory scale will shortly be drawn up.

(*e*) *Conditions of Contract.*

The difficult question of new Conditions of Contract has also received most careful consideration. The draft form which was submitted to members last Session did not commend itself to them, and we are therefore back again at the old 1909 form. But as we are anxious to do everything in our power to satisfy the reasonable demands of our friends the builders, we have offered to resume negotiations on the subject.

(*f*) *Official Architecture.*

The question of what is known as Official Architecture has been raised again during the past year by the announcement that H.M. Office of Works was about to produce designs for the erection of new Government buildings on the Calton Hill, Edinburgh.

At the request of the Council, I addressed a letter to the Prime Minister pointing out that the design of a public building of such importance should be thrown open to the whole architectural profession, so that the best available talent might have a fair opportunity of expressing itself. We hope that H.M. Government will still agree with the Council, and that a public competition will be held.

In 1926 the Council appointed an Official Architecture Committee, and my friend Sir Brumwell Thomas, who has been for some time the Chairman of that Committee, has furnished the Council with a suggestion for dealing with the matter. It is such a fair and temperate statement that I cannot do better than place it before you. It is as follows :—

" The Official Architects are in many cases members of this Institute, and as such they have all the privileges, the protection and support which this Institute can give. The Institute can-

not, however, be unmindful of the interests of those of its members in private practice who are equally entitled to all the privileges, the protection and support which the Institute can give them. But the greater and wiser policy of the Institute must ever be directed, with equal consideration and honour to all members, so that the best interests of the Art of Architecture in this country may be served.

"To this end it is recommended that the Government be approached in order that the matter may be considered, not as affecting the interests of private architects or official architects, but as influencing the advancement of Architecture. Such an Inquiry, conducted with a full sense of the importance of the larger issue, may not only find a solution to the immediate question with the Government, but will in all probability bring about a closer relationship between the Government and the Royal Institute which may lead to the establishment of continuity of policy in future."

I think the Council will agree that the result of such a discussion would be bound to influence Public Authorities throughout this country and also in the Overseas Dominions of the Empire.

(*g*) *Architectural Education.*

I invite your attention to two important steps in connection with architectural education which have been taken by the Council since the last Inaugural Address :—(*i*) The Endowment of the Rome Scholarship, and (*ii*) The foundation of the R.I.B.A. Athens Bursary.

I have heard it whispered that some of the younger men think that it is a waste of time to go to Athens and Rome to study the architecture of the past, that an architect has nothing to learn there, and that the less he knows about ancient art the more unhampered will be his own development. It seems to me that an open mind is likely to prove to be an empty mind, and that without knowledge of the past an architect is poorly equipped for the present. I also hear that this movement has even taken the form of advising young men not to trouble about the Soane and the Tite prizes, which give a man a tour in Italy or France, but to treat them as altogether valueless.

I hope that I have been misinformed, and I cannot imagine any responsible teacher of our great art giving advice of such a nature. Let me here remind you that our great architects have always been students of the productions of the past and also travellers in other countries. They have absorbed the ideas of other men and other ages and have passed them through the crucible of their own mentality and, thus equipped, they have produced their own individual work. Are we to-day so puny that we should fear to cramp our style by study, and be overpowered by knowledge ? Surely we cannot afford to give up the accumulated knowledge of the art-forms of past ages, for a study of them should enable us to deal more easily and with more confidence with present-day problems.

Tradition in art cannot be lightly disregarded. Tradition is our rock-foundation and an architect who replaces it simply by his own self-sufficiency is building his house upon the sand.

(*h*) *The Greater London Regional Planning Committee.*

The Town Planning Acts have provided for the regulation of the lay-out of large areas of land in the interests of public health, and should be responsible for a great improvement in housing conditions and in the general health of the people, which is so much affected by environment. Co-ordination, however, to regulate future regional planning, is most important, and the formation by Mr. Neville Chamberlain of the Greater London Regional Planning Committee was a most valuable step in the right direction. The Committee has been fortunate in having as its secretary Mr. Montagu Harris, O.B.E., who is not only a distinguished civil servant, but is also fully conversant with town-planning problems, having been President of the Town Planning Institute in the year 1927–28.

The Greater London Committee has appointed several sub-committees—(*a*) General Purposes, (*b*) Decentralisation, (*c*) Open Spaces, (*d*) Traffic, and these sub-committees are collecting reliable information for our use in the future. It has as chief technical adviser, Dr. Raymond Unwin, F.R.I.B.A., an acknowledged authority on town planning. Other experts who are advising the Committee are :—Prof. S. D. Adshead,

F.R.I.B.A., Mr. W. R. Davidge, F.R.I.B.A., F.S.I., Mr. Longstreth Thompson, F.S.I., and Mr. Frank W. Hunt, F.S.I. Dr. Unwin has in hand the preparation of a town-planning scheme for Greater London, showing what is necessary in the way of arterial roads, bridges, and open spaces as a guide for the control of future development. This will be a work of great magnitude, as Greater London includes an area of about 2,000 square miles, extending on the north as far as Harpenden and Welwyn; on the east as far as Billericay, Wickford, and Gravesend; on the south as far as Dorking, Reigate, and Redhill; and on the west as far as Slough, Beaconsfield, and Amersham.

The Greater London Committee is also taking up vigorously the consideration of "Ribbon Development" and other matters of extreme importance in the amenities of the country side.

I feel confident that in order to make Regional Planning effective it will be necessary to extend its provisions so as to include already built-up areas, while a comprehensive scheme of town-planning for Greater London, in place of piecemeal efforts, should be of material assistance to its proper development.

3. Buildings of the Year.

It is very pleasant to refer to the number of fine buildings which have been brought to completion by our members during the past year, as these indicate not only the prosperous condition of architecture at the present time but also the undoubted fact that never has better architectural talent been available for carrying out the various types of building required for public and social service under our complex civilisation, when so many factors such as noise, acoustics and vibration have to be considered. Complexity of existing conditions is the kernel of the problem of the difficulties in building to-day.

I may divide these types of building as follows :—

(*a*) *Town Halls and other Municipal Buildings.*

Municipal Buildings, Dudley, by W. Alexander Harvey and H. Graham Wicks [*F. and A.*]; Nottingham Council House and Exchange Buildings, by T. Cecil Howitt [*A.*]; Bournemouth Pavilion, by Home and Knight [*AA.*]; the Spitalfields Market, by Sydney Perks [*F.*]; Police Station at Bristol, by Ivor Jones [*A.*] and Percy Thomas [*F.*]; Public Baths and Wash-houses, Greenwich, by Horth and Andrews [*FF.*]; L.C.C. Weights and Measures Office, Endsleigh Gardens, N.W., by G Topham Forrest [*F.*].

(*b*) *Banks.*

Martins Bank, Maidstone, by Darcy Braddell [*F.*] and Humphry Deane; Lloyds Bank, Dartford, Kent, by Edward Maufe [*F.*]; National Provincial Bank, Cardiff Docks Branch, by F. C. R. Palmer and W. F. C Holden [*FF.*]; Midland Bank, Cheapside, partly completed, by Gotch and Saunders [*FF.*], and Sir Edwin Lutyens, R.A. [*F.*], associated architects.

(*c*) *Libraries, Art Galleries and Museums.*

Public Library, York, by Brierley and Rutherford [*FF.*]; Williamson Art Gallery and Museum, Birkenhead, by Hannaford and Thearle [*AA.*]; the Holker Law Library, Gray's Inn, by Sir Edwin Cooper [*F.*].

(*d*) *Educational Establishments.*

Rhodes House, Oxford, by Sir Herbert Baker, A.R.A. [*F.*]; Highgate School Science Buildings, by Alan E. Munby [*F.*]; Wyggeston Grammar School for Girls, Leicester, by Symington and Prince [*A. and L.*]; Christ's Hospital, Hertford, Science Buildings, by Sydney Tatchell [*F.*]; Sutton Valence School Chapel, Maidstone, by Adams, Holden and Pearson [*FF.*]; Cranleigh School New Buildings, by Sir Edwin Cooper [*F.*]; School for Tropical Medicine, Gower Street, W.C., by P. Morley Horder and Verner O. Rees [*F.*]; Stowe School Chapel, Bucks, by Sir Robert Lorimer, A.R.A. [*F.*], and John F. Matthew; Armstrong College Mining Block, Newcastle, by A. Dunbar Smith [*F.*].

(*e*) *Hospitals.*

The Deal and Walmer War Memorial Hospital, by Percy Adams, Holden and Pearson [*FF.*]; Hospital, Davyhulme, by Elcock and Sutcliffe [*FF.*]; Seamen's Hospital, Greenwich—School of Pathology and Nurses' Home, by Sir Edwin Cooper [*F.*]; Middlesex Hospital, West Wing, by Alner W. Hall [*F.*].

(*f*) *Theatres and Cinemas.*

The Alhambra Cinema, Moseley Road, Walsall, Birmingham, by Satchwell and Roberts; the Empire Theatre, Southampton, by Wm. and T. R. Milburn, [*FF.*]; the Davis Theatre, Croydon, by Robert Cromie [*F.*]; Empire Cinema, Leicester Square, W., by Frank Matcham and Co. and Thos. W. Lamb, associated architects; Cinema, Richmond Road, Twickenham, by Leathart and Granger [*FF.*].

(*g*) *Churches.*

Church of St. Joan of Arc, Farnham, by C. Nicholas and J. E. Dixon-Spain [*FF.*], in association with H. Falkner and G. M. Aylwin [*FF.*]; Kelham Chapel, Newark-on-Trent, by Currey and Thompson [*FF.*]; the Free Church Hall Welwyn, by Louis de Soissons and A. W. Kenyon [*FF.*]; Church at Hove, Sussex, by E. P. Warren [*F.*]; Paisley Abbey Restoration, by Sir Robert Lorimer, A.R.A. [*F.*].

(*h*) *Town Planning and Housing Schemes.*

Larkhall Rise Flats, Clapham, by Louis de Soissons and G. C. Wornum [*FF.*]; Princes Gate Court, Kensington, by T. P. Bennett [*F.*] and Son; William Booth Memorial Buildings, Denmark Hill, by Sir Giles Gilbert Scott, R.A. [*F.*], and Gordon and Viner, associated architects.

(*i*) *Office Buildings.*

New Offices, Billingham, for Imperial Chemical Industries, Ltd., by L. H. Bucknell [*A.*]; Imperial Chemical House, London, by Sir Frank Baines and Alfred Cox [*FF.*], associated architects; National Radiator Building, Argyll and Great Marlborough Streets, by Gordon Jeeves [*A.*], and Raymond Hood, associated architects; Laboratories at Winnington, Northwich, Cheshire, for Brunner, Mond and Co., Ltd., by L. H. Bucknell, [*A.*]; Metropolitan District Railway Offices, Broadway, Westminster, by Adams, Holden and Pearson, [*FF.*]; Entrance Loggia, Selfridge's Stores, by Graham, Anderson, Probst and White, Sir John Burnet [*F.*] and Partners; Fortnum and Mason's Stores, Piccadilly, by Wimperis, Simpson and Guthrie [*FF.*]; River Plate House, South Place, E.C., by Messrs. Joseph [*A.*]; Sun Life Assurance of Canada, Cockspur Street, S.W., by Septimus Warwick [*F.*]; Vintry House, Southwark Bridge, E.C., by Kersey, Gale and Spooner [*FF.*]

(*j*) *Railway Stations and Garages.*

Exmouth Railway Station, by J. R. Scott, Architect to the Southern Railway; the Lex Garage, Little Pulteney Street, W.1, by R. Sharp [*L.*] in conjunction with J. J. Joass [*F.*]; Omnibus Garage, Leicester, by W. H. and H. G. Riley [*F. & A.*]

(*k*) *Factories.*

The Firestone Tyre Factory, Great West Road, Middlesex, by Wallis, Gilbert and Partners [*FF.*]; Carreras Factory, Hampstead Road, N.W., by M. E. and H. O. Collins [*F. & A.*]

(*l*) *Post Office Buildings and Telephone Exchanges.*

Telephone Exchange, Sheffield, H.M.O.W., Sir R. J. Allison, Chief Architect [*F.*]; Post Office at Mitcham, H.M.O.W., A. Scott [*A.*]; Post Office, Bath, H.M.O.W. Sir R. J. Allison, [*F.*].

(*m*) *Miscellaneous.*

The Royal Horticultural Hall, by Easton and Robertson [*F.*]; North East Coast Exhibition, Newcastle-upon-Tyne, by W. and T. R. Milburn [*FF.*]; War Memorial, Trinity College, Dublin, by Sir Thomas Manly Deane; Lincoln's Inn Old Hall Restoration, by Sir John W. Simpson [*PP.R.I.B.A.*]; Heston Air Park and Aerodrome, by L. M. Austin [*A.*]; Masonic Hall, Birmingham, R. Savage [*F.*]; Masonic Hall, Manchester, Dr. P. S. Worthington [*F.*].

It is of course often unfortunate that when new buildings have to be erected, old ones, sometimes of real artistic value, should have to be demolished, and in the case of Dorchester House, in Park Lane, it causes a pang of regret that this fine, stately mansion, designed by Lewis Vulliamy and adorned by that great sculptor Alfred Stevens, should have been taken from us. It is, however, the inevitable result of expansion that when a building has ceased to serve a useful purpose it is always liable to be superseded. It is the old, old story of "new lamps for old," and the old were often beautifully mellow and attractive.

4. Bridges.

In reviewing the building proposals of the past year, Bridges loom largely in our minds; first because the old ones will often no longer stand the strain of modern traffic; and secondly because new ones are required to meet the increased flow and weight of traffic to-day. Since the time of the Romans bridges have always been recognised as important factors in the spread of human intercourse. In mediæval times they were often semi-religious in character, and old London Bridge itself was started by a religious fraternity of the "Fratres Pontis." When we speak of bridges our thoughts inevitably turn to that bridge at Avignon so famous in song. It was built in the same way by a sacred guild of bridge builders, and like many others had a midway chapel which indicated its sacred character as consecrated to intercourse between towns and peoples. This continuous tradition of the great importance of bridges should make us feel a serious sense of responsibility for the care of old bridges and the building of new ones. It is satisfactory to record that this responsibility is being recognized throughout England. Thus the fine mediæval bridge at Wansford is now relieved of the heavy traffic on the Great North Road by a new bridge alongside, while the famous Clopton Bridge at Stratford-on-Avon will be similarly preserved by a new auxiliary bridge.

The architectural importance of the London bridges bears such an intimate relation to the development of London at the present time that I propose to refer shortly to the projects for bridges which have been and are now under consideration, and have given rise to so much public interest.

(*a*) *St. Paul's Bridge*, about which there has been so much intermittent discussion for the past 18 years, has now been vetoed by Parliament. It was a badly conceived project and the worst cross-river scheme ever formulated, for it would have endangered the stability of St. Paul's, and by attracting more traffic to an already busy and congested centre, would have ruined the amenities of our great metropolitan Cathedral, and in the supposed interests of traffic, would have defeated the very

purpose for which it was designed. So much for the defeat of a new Bridge. Now we come to the threat to an old Bridge.

(*b*) *Waterloo Bridge*.—It is a great relief to lovers of London and of fine majestic architecture to know that Waterloo Bridge is to be strengthened and repaired and not demolished, and so will still remain as London's finest bridge. The L.C.C. are to be highly congratulated on their decision.

Regarding these two Bridges, it has been necessary to keep a constant and vigilant watch on the city scheme in the East and on the L.C.C. proposals in the West, lest we should have a ruined Cathedral at one end of London and a ruined bridge at the other. Both St. Paul's Cathedral and Waterloo Bridge seem now to be anchored in safety. Thus we see that we have not only been taking action for the Preservation of Rural England, but also we have been keeping a watchful eye for the protection of the monuments of the capital city.

(*c*) *Charing Cross Bridge*.—The greatest architectural event of the year, however, and, indeed, one of Imperial importance, is the decision to provide a new road bridge at Charing Cross. It has been the dream of many people for many years that such a bridge should be constructed, and one cannot but rejoice that this much-needed public improvement for the Metropolis will at length be taken in hand.

It is, of course, of the greatest importance that the best scheme should be adopted after all suggestions have been exhaustively considered, and the final decision should be the result of consultation and agreement between all those who have a right to be heard.

Among the authorities who might be presumed to be interested in the subject and to have a right to express an opinion, is the Greater London Regional Planning Committee, of which I happen to be Chairman and of which Dr. Raymond Unwin, F.R.I.B.A., is the Chief Technical Adviser. Another body is the Town Planning Institute, and yet another is the important Committee, convened by the R.I.B.A., known as the Thames Bridges Conference, of which Mr. Arthur Keen is the Chairman.

The official scheme which the London County Council have drawn up in collaboration with the railway company and Sir Edwin Lutyens is certain to be met with many and serious objections. This official scheme proposes a high level bridge occupying the site of the present railway bridge and reaching ground level at the Strand, where an awkward traffic circus would be formed, while at the junction of Waterloo Road and the approach road another circus is proposed. The official bridge with its approaches has, as one of its unfortunate features, a great length without any intermediate exits or entrances from the ground level, which would thus cause a great congestion of traffic at the points where it is discharged. Another bad feature is the length of main road tunnelling, with objectionable overhead viaducts; thus Belvedere Road, it has been stated, would be tunnelled for 600 feet, Waterloo Road for 420 feet, and York Road for 300 feet. I know of no such system of unsightly tunnelled and overhead viaducts in existence in the very centre of any European capital city. The scheme also necessitates the destruction of much valuable property such as St. Martin's Vicarage and schools, the "Old Vic" theatre, Coutts's Bank, the India Store Depot and the Union Jack Club and would, therefore, be very costly.

After considering this official scheme the Greater London Regional Planning Committee passed a resolution at a meeting held 30 July, 1929, condemning the scheme for various reasons, as follows:—

"1. The chief object of a bridge at Charing Cross should be to deal with the traffic between the area south of the river and the west and north-west of London. The scheme put forward by the London County Council and Ministry of Transport, far from facilitating this traffic, distorts it in an attempt to serve the north and south traffic which would not naturally use Charing Cross Bridge.

"2. The natural flow from the bridge to the north-west will be seriously interfered with by the proposed disconnection of Charing Cross Bridge from Northumberland Avenue, Trafalgar Square and the Embankment." (The *official* scheme requires all Embankment traffic to go up to the Strand before it can get on to the new Bridge.) "Vehicles going to Westminster and Piccadilly would not only be diverted from their natural course but forced to use the already congested centre at the Strand.

"3. The creation of a new Circus at the Strand so near to the present Trafalgar Square Circus will cause serious delay to traffic, besides being a costly matter owing to the demolition of valuable buildings.

"4. That as regards the characteristic views of London, including the view of St. Paul's from the Embankment and Westminster, the raising of the bridge by means of tunnelled viaducts and underground streets above the level necessary to cross the Embankment traffic will be detrimental and will tend to destroy the view and to be out of scale with the remaining features.

"5. The existence of the overhead railway from London Bridge to Charing Cross presents the chief obstacle to the proper development of London south of the river. The removal of this obstacle probably by placing the railway underground will ultimately become necessary. Anything which would render this removal more difficult or costly is to be deprecated."

This criticism has also been endorsed by town-planning and other authorities. We have only to remember that simplicity is the acid test of design, and if we apply this test to the official scheme for Charing Cross Bridge, we find that its many complications are the measure of its imperfections.

Of all the schemes which have been published and are worthy of consideration I would refer to two only. One is that of the late Edwin T. Hall, F.R.I.B.A., published in the R.I.B.A. JOURNAL in December, 1916. It is a simple, straightforward plan for a low-level bridge abutting on to a wide open square, some three acres in extent, at the Victoria Embankment end and communicating directly with the Embankment and Northumberland Avenue between which and Villiers Street there would be room for fine monumental buildings, while a widened Villiers Avenue would lead to the Strand. Mr. Hall's treatment of the Surrey side consists in joining up the Southern Station and Hotel while allowing the River Embankment to be continued under the Station Yard.

The other scheme is by Messrs. Niven, Caröe and Muirhead and is to a certain extent similar, but with improvements, such as the carrying of a bridge over the Victoria Embankment, which would be lowered at this point so as to pass under the bridge, thus giving additional traffic facilities. This scheme provides for the easy distribution of traffic; there are no costly and insanitary approach viaducts on either side of the river, and less property to be acquired, for it would leave Coutts's Bank, the Union Jack Club and other buildings as they are and should, it has been stated, cost some three millions less than the official scheme. The Embankment roadway on the south side would also be preserved, and, if extended, would be suitable for monumental buildings on the lines of the London County Hall and St. Thomas's Hospital.

I am of opinion that a scheme on these lines will prove to be the solution of this difficult problem.

I agree with Mr. Arthur Keen, Chairman of the Thames Bridges Conference, that taking the northern approach, it is most desirable to have a low-level bridge with approaches to Northumberland Avenue and the Victoria Embankment—that is to say, a bridge which serves both banks right down to the water's edge, with the Victoria Embankment raised and lowered so as to allow traffic to get on to the bridge or pass under it at will, and be easily distributed.

As to the southern approach, the important thing is to enable the future development of South London from Westminster Bridge to Blackfriars to be properly carried out, and not to put the station in such a position as to block up the open space from Waterloo to the river. This could be avoided by placing the new railway station in its most suitable position adjoining Waterloo Station, and the Hotel in its proper place facing the river, with an underground connecting space, like that at Piccadilly Circus, to give access from Station to Hotel—an arrangement which would allow the streets to run through without interruption and the development begun on the south side by the County Hall to proceed eastwards.

What we have to deal with in the next few years is essentially the greatest public improvement that has been undertaken in London since the Great Fire. It is not only the question of a new bridge; it is more even than the question of planning the approaches to the bridge. It is, in fact, the problem of the development of the central portion of the Surrey side. We shall make or mar that development for all time by the decision which we take on the bridge. The interest of the general public has

been keenly directed towards the matter, and all those who care for the welfare of London are greatly indebted to those responsible organs of the Press which have done so much to voice opinion on the subject and to urge the public authorities in the right direction.

The magnitude of the scheme and the complexities it involves in the matter of town planning —on both sides of the river—render the problem of this bridge and its necessary approaches very difficult to visualise even by experts.

I am therefore strongly of opinion that, before anything further is done, a scale model of the whole scheme, showing the approaches on both sides of the river, should be made, and that a full discussion should take place on it between H.M. Government, the London County Council, the Ministry of Transport, the Greater London Regional Planning Committee, the Thames Bridges Conference and the Royal Fine Art Commission. A public competition should then be held to secure and co-ordinate all the best ide s.

Even from the point of view of the amount of money involved, which is £12,000,000 and upwards, it is evident that mature consideration should be given to the problem in order to ensure that the very best scheme should be selected, and I await with confidence the decision of the various authorities, including His Majesty's Government, who have agreed to provide 75 per cent. of the cost.

Criticism is not only easy and inevitable, but, indeed, absolutely essential, and of enormous value in considering an undertaking of such exceptional importance. Whatever we may think of the scheme itself, in its present tentative form, we cannot but remember that it is largely owing to the public spirit and courage of the London County Council, generously supported by the Minister of Transport and H.M. Government, that this gigantic undertaking ever came into the realm of practical affairs. We cannot blame either Minister or Council for our English habit of doing our improvements piecemeal without first making a general plan.

We have the Chairman of the London County Council, Lord Monk Bretton, here with us this evening, and we are glad to take this opportunity of tendering our grateful thanks to him and to those working with him, notably Sir Percy Simmons, for the bold and public-spirited way in which this great civic enterprise has been handled and brought into its present promising position.

It is wonderful to realise that at last we are in sight of the actual accomplishment of this great improvement, and that the present railway monstrosity will be removed for ever from our midst. I hope that, in the public interest, the best advice will be sought for and followed and that, if necessary, there will be a public competition for the complete scheme. The bridge and its approaches which will occupy one of the finest sites in London, should be a great and magnificent conception, worthy of its central position in the capital of the Empire.

5. Activities of the R.I.B.A.

It is well from time to time to recall the many and varied activities of the Royal Institute.

Just as the foundations of any building are of the greatest importance, so are the foundations of an institution, and when we read our Royal Charter granted by William IV we must realise that our foundation has provided a good base for the superstructure which we have raised upon it. Our Charter sets forth that architecture is esteemed and encouraged in all enlightened nations, as tending greatly to promote the domestic convenience of citizens and the public improvement and embellishment of cities, and we received our Charter because we were associated together for the general advancement of civil architecture and for promoting and facilitating the acquirement of the knowledge of the various arts and sciences connected therewith.

The R.I.B.A. and the principles for which it stands are of value not only to its individual members but also to the community at large, and this is not always fully realised. One has only to consider its multifarious work to appreciate how many-sided are its activities. The four Standing Committees—Art, Literature, Practice, and Science—deal with all aspects of the profession; the Library is the finest of its kind in the world; in addition to which we have the Journal, the Kalendar, Exhibitions, visits, lectures and debates, conferences, social functions, the organisation for assisting architects to travel about the world, the collection and distribution of information, the maintenance of the Scale of Charges, the control and improvement of the Competition system—better managed here than

in any other country—and, perhaps most important of all, the vast and varied work of the Board of Architectural Education.

We must not forget that architects are doing good service by giving professional advice in an honorary capacity in their own districts where changes are under the consideration of local authorities, while a great deal of important work for the community is done by architects as a matter of public duty.

I think much good can be done by architects becoming members of Town Councils, as they can thus help to direct movements beneficial to their districts. I know full well that much time is wasted on committees, and it is not congenial work, but it is much more effective than writing letters to the newspapers after a wrong decision has been made.

The work of the Society for the Protection of Ancient Buildings has always depended greatly upon the services of enthusiastic members of the profession. The establishment of the Council for the Preservation of Rural England was in the main the work of members and honorary members of the R.I.B.A., such as the Earl of Crawford and Balcarres, Mr. E. Guy Dawber (Past President), and Professor Patrick Abercrombie, and that body freely acknowledges the debt that it owes to the profession.

There has been an important development recently in the appointment of Advisory Panels consisting largely of architects appointed by the Allied Societies to give free help and advice in all matters affecting the amenities of the country-side. The work of these Panels is not yet sufficiently known, but when the community is fully aware of their work we shall hope to see great results from a proper use of them.

Architects in their own neighbourhood hold an unofficial watching brief for the protection of England's architectural monuments—large and small. We, who have the trained eye for beauty of form, must regard ourselves as trustees for the countless fine buildings which form our heritage from past ages. England is throughout its length and breadth a veritable treasure house of architectural gems, which are found alike in little villages and in great towns—buildings which have not only their own intrinsic worth but also their historical associations which must be preserved by those of us who understand their value.

In connection with Greater London I should like to see more interest in its development by wealthy citizens. When I think of Nottingham, Leeds, Bristol, Birmingham, Liverpool and Manchester, and realise what their citizens have done by giving vast sums for general improvements to these towns, I think we are justified in hoping that more and more of our wealthier citizens, not only of the City of London but also of Greater London, will take a wider view of their responsibilities for the architectural improvement and general amenities of this vast area of 2,000 square miles.

The importance of environment is the new note which has been sounded to-day in connection with every public undertaking, whether national or local, and both in town and country we must preserve beauty and we must provide beauty in all our surroundings. At last it is recognised that beauty of environment is an essential factor in raising the status and improving the health of our people. In other words we now realise that we cannot raise an A1 race in C3 surroundings.

As architecture comes striding down the ages, we can discern the progressive spirit which animates her, for she has always developed a new phase in each period to meet new requirements, and a clear indication of social progress is to be seen in the progressive adaptation of architecture to each successive period of human history. In ancient days the demand on her was chiefly for temples, tombs and theatres and it has been said that Athenians would seem to have been content to live in hovels if only they could gaze on the glory of the Temple of their goddess on the Acropolis. The outstanding buildings in old Rome were the Forum and Basilica for business and social life. Then in England came castles for defence, round which the common people clustered. The Mediæval masons built great cathedrals which became centres for every sort of civic life, together with parish churches for prayer and worship and memorials of the dead. In Renaissance times great architects designed great country houses and mansions for the nobility. Then came the Queen Anne and Georgian houses for the gentry in the towns. But to-day is the people's day, the day of communal organisation, as at Letchworth and Welwyn Garden City of town planning in new districts and of building schemes round every town to supply fit and proper homes for the people and their own social needs.

Here then are the latest demands made upon architecture : here is the new opportunity for architects of to-day. They are called upon to design not only all the variety of buildings for social service and recreation but also to provide a new and more enlightened people with pleasing homes in pleasant environment.

In conclusion, I would remind you of our far-reaching responsibilities, for we form a great confederation of British Architects, with ramifications in all parts of the British Empire. Everywhere, whether in Great Britain or the Overseas Dominions, our members, of the Institute and of the Allied Societies, strive to design buildings suitable to existing requirements and also to endow their work with permanent artistic value. Thus do we endeavour to act up to our fine old heraldic motto, *Usui Civium Decori Urbium*.

Vote of Thanks to the President

The RT. HON. LORD MONK BRETTON, C.B. (Chairman, London County Council), in proposing the vote of thanks to the President on his address, said : I have been very interested in your President's address. I think it brings out in a remarkable degree the importance to the community of architecture in the life of London. In the last few years there has been a crescendo of rebuilding, and I hope you will think that the result has been good and owes its excellence to your own education. You have captured the business men. The business man is an important factor in building in London to-day. He is constantly erecting large premises and he would not now dream of undertaking his expenditure except with the assistance and on the advice of an architect of reputation. But there is another somebody besides the business man to be accounted for and that is the local authority. The influence of local authorities has increased, is increasing and is unlikely to be diminished. The London County Council is the greatest landowner in London and, with it, has an enormous responsibility in matters of housing, health, clearing of slums and it has even its share in the traffic problem and the improvement of streets. We also have to do with that new art which is called town planning and with which architects are intimately associated. We wish to work with architects.

Unfortunately, like other people, architects sometimes differ and when they differ it is impossible to agree with all of them. Architects are not peculiar in this respect. I have even observed from the Chair of the County Council that London County Councillors differ as to their methods of arriving at the *summum bonum*.

We wish to work with architects. We want your assistance and advice.

Now your President has referred to the London bridges. With regard to Waterloo Bridge he gives us a meed of praise. I am not sure that that praise is not on a par with the joy in heaven over a sinner that repents but, on that account, when he praises us, his praise is all the greater and I am sure we are grateful for it. But when we come to Charing Cross Bridge I am afraid he is not so satisfied. He agrees with us in the destruction of Hungerford Bridge, but after that I am afraid he does not approve our methods and he fears our destructive instincts. Now I am in a difficult position as Chairman of the County Council in this matter. I hold that honourable but ephemeral post only for twelve months. During that time I can exercise no vote and I have no voice. It is true I have a casting vote, but I have never known the London County Council in the position for the Chairman to exercise a casting vote, and I do not think that it has been done in the 40 years of the Council's existence. I am really the registrar of the decisions of the Council. To compare lesser things with greater, I can no more influence the Council on a matter of policy than the Speaker of the House of Commons can influence His Majesty's Government in their policy. And when I speak of His Majesty's Government it occurs to me to remind you that, in this matter of Charing Cross Bridge, His Majesty's Government pay 75 per cent. of the piper's bill.

I wish that the Chairman of our Improvements Committee were here this evening. He is the centre of the policy of the Council with regard to this matter, and I can well imagine that, if he were, a conversation might take place between you which would certainly be worthy of the British Broadcasting Company.

I am sure that Sir Banister Fletcher, who has a knowledge of local authorities from the position that he has held as Sheriff of the City of London, will recognise my position and agree that it is not in my power to argue a matter of policy of the Council in public. I note his views. I am bound to note his views. They come from the President of this distinguished association and I am sure they will be received at the intrinsic value which they deserve. He is a very well-known man. He is a classic author of architecture, a writer, a lecturer, whose influence is not confined to England. France, Italy, Belgium and New York have honoured him. We thank him for his address.

Sir WILLIAM LLEWELLYN, K.C.V.O. (President

of the Royal Academy), in seconding the vote of thanks to the President, said: By the comprehensive character of the President's address, and his detailed survey of the many-sided activities of this great Institute, its interests and influence in public affairs and schemes, and its education, its concern with all matters connected with architecture, whether they be business, or scientific or artistic, he clearly shows to those unfamiliar with this work how valuable the Institute is, how useful and indispensable, not only to architects but to communities, to the nation, and, as the President said, to the Empire. We welcome the President's remarks on education, especially those remarks concerning young students and young architects ignoring tradition. There is no doubt that tradition cannot be ignored; and if it is ignored, only too late will those who ignore it find out their mistake. In architecture, as in all art, there is a main trend, and this main trend continues through history; there has never been a real break. All changes that have taken place are perfectly rational developments, due to religious, social, scientific, moral, all sorts of demands of the time. The changes take place in accordance with the developments of history. Architecture is a mirror of history. It is rather interesting to think what the mirror of to-day will reflect. In these days of mechanical and scientific improvements, perhaps you may call them, when new materials come into use, it seems to me there must be a new style of architecture developing; perhaps it has developed, say, in such a city as New York. We can only hope it will not develop in that way in London. New materials make different demands upon the designing powers of an architect, because, whatever the material is, whatever the construction is, the artist—the architect—has to come along and make some sort of beauty out of it, and without disguising what the material is that he has used. And in that way, perhaps, a new style may be developed which has for its beauty not so much beauty in detail as beauty in mass, proportion and skyline. But I may hope that these huge blocks of flats and huge buildings that are being put up in London will have some sort of grandeur about them, and will not be merely like a lot of boxes piled one on the top of the other.

Your President spoke of environment. Architecture means more to the public and more to the man in the street than does any other art, because we are surrounded by buildings, we have to live in them; the creations of the architect are wherever we are, except in the remotest country, and they influence us unconsciously. We are, therefore, glad that the President should give us the assurance that this great Institute recognises the need of preserving beauty and providing it in all our surroundings—I give you his own words.

Mr. ARTHUR KEEN [*F.*], in supporting the vote of thanks, said: I came here to-night as a very old friend of Sir Banister Fletcher, for we worked side by side in the days of our youth, as assistants in the same office, and it is, naturally, a source of very great pleasure to me to find him this evening occupying the Presidential Chair.

In his address he spoke of many interesting things, but of nothing which appealed to me so much as the subject of the bridges. He gave a very generous share of the time at his disposal to the question of Charing Cross Bridge, but he left much unsaid, a great deal of which will still have to be said—but I do not propose to say it now. There have been many views on the architectural aspects of the matter of Charing Cross Bridge, but I have heard no difference of opinion whatever about one subject, the need to take advantage of the possibilities this bridge offers to open up the south side of London; that is to say, the large district of central London which runs between the railway, London Bridge to Charing Cross and the river. The way to do it is to make a fine thoroughfare leading into that district off the approach road to the new bridge. I noted the other day what Mr. Dann, the town-planner in India, had to say on this matter. He said: "The south side, as it exists, is probably the grossest example in the whole world of the economic and æsthetic misuse of one of its finest building sites. No other capital city of an important state would put up with such conditions for a moment." And the way to rectify it all is to carry on a fine thoroughfare into the middle of that neglected district, to put a hotel on the river bank, and have the railway station lying back some distance, to leave room between for the proper development of that district. It is in the best interest of the railway company itself, as well as the public interest to do these things. What we have to do in this matter is to follow the lead of the London County Council. That body, with splendid initiative and imagination, set its own County Hall on the south side of the river, and there was much talk about it at the time; but the County Council proved itself worthy of the tradition it had set up. And we have to secure that the lead which they have so worthily set shall be followed, and that we shall have, in due course, a succession of fine buildings worthy of the river frontage of the greatest city in the world, from Blackfriars right through the City to London Bridge.

I know this is not a meeting for a discussion on London's bridges, but the last word has not been said on this matter, and I hope the opportunity will be given us by you, sir, to discuss it at a meeting to which there will be invited all who are interested, so that it can be properly discussed. Whatever happens, I hope it will not be considered that the Royal Institute, in this matter, is disposed to be obstructive or difficult. We have been studying the question of the south of London for a generation, and we have tried, for

PORTRAIT OF WALTER TAPPER, A.R.A., PP.R.I.B.A.
By Sir William Orpen, R.A.

more than 20 years, to get Charing Cross Bridge actually built. Our only desire is that what is best to be done shall ultimately be done ; and any assistance this Institute can give towards producing that result will be at the service of the public.

The vote was put to the meeting by the Honorary Secretary and carried by acclamation.

The PRESIDENT, replying to the vote of thanks, said : I was particularly pleased with Lord Monkbretton ; he let me off very lightly, I think, considering all the things I said about his bridge ; but I am sure we all want to get at the right bridge. I do not think it matters how we get it so long as we eventually arrive at a proper solution of this very difficult problem. I am confident of one thing : that the present scheme will never pass through the present House of Commons.

I was very much obliged to Lord Monkbretton for the things he said about our Institute, and also to Sir William Llewellyn, one of our very old friends here. If I may be allowed to say so, I was touched by the fact that my old friend, Arthur Keen, is here and spoke, as from him I learned so much when I was acting as improver, on nothing a week, in a well-known office ; he told me a great deal of what I learned about my own profession.

Unveiling of the Portrait of Mr. Walter Tapper, A.R.A., PP.R.I.B.A.

PAINTED BY SIR WILLIAM ORPEN, R.A.

The PRESIDENT : I have now the very great pleasure of unveiling and presenting to the Royal Institute the portrait of Mr. Walter Tapper, our Past-President. This portrait has been painted for us by his friend, and ours, Sir William Orpen. It does not require many words from me to remind you of the services which Mr. Tapper has rendered to the R.I.B.A., as President, during the last two years. When he came to the chair he had many friends, and no enemies ; and he left it having made more friends, and, after two years of strenuous and sometimes controversial work, still with no enemies. I am sure we never had a leader whom we loved so much, or for whom we felt a warmer attachment. We admire his work as an architect, we are grateful for all the devoted service which he gave to the Institute and to the Allied Societies during those two memorable years ; and, above all, I think we are grateful to him for the noble example of fine, simple and honourable conduct that he always showed. I have now to ask you to look upon a living portrait of our Past-President.

The portrait was then unveiled, amid much applause.

Continuing, the President said : You will see, and probably you will agree with me, that Sir William Orpen has achieved one of his most striking successes in the portrait of his friend, and he has also added a masterpiece to the gallery of portraits of Past-Presidents of which we are so proud. I ask you to give Sir William Orpen your enthusiastic applause for his work.

Sir WILLIAM ORPEN, R.A. : I feel very honoured at having been asked here to-night and also at having been asked to paint the portrait of Mr. Tapper. I found a great friend, and one whom I shall appreciate all my life. I cannot talk about architecture, but I would say that all art is God's love, and we should be grateful that we live in this wonderful and beautiful world.

Mr. WALTER TAPPER, A.R.A. (Past-President) : I have always understood that when one had one's portrait painted, it was a most unenviable time. All I can say is that it was the most enjoyable time of my life. I am very grateful to Sir William Orpen for having undertaken such a thankless job.

Among those who expressed their intention of being present at the meeting were : The Rt. Hon. The Earl of Crawford and Balcarres, K.T., P.C. ; Sir Lawrence Weaver, K.B.E., F.S.A. ; Sir William Orpen, R.A. ; Mr. Charles L. Hartwell, R.A. ; Mr. Frederick Rowland, C.C. ; Professor R. M. Y. Gleadowe (Slade Professor of the University of Oxford) ; Mr. Colin Smith, O.B.E. (Deputy Clerk of the Privy Council) ; Lt.-Col. C. W. Whitaker, M.A., F.S.A. ; Mr. C. Herbert Bedells (President of the Surveyors' Institution) ; Mr. W. Reynolds-Stephens (President of the Royal Society of British Sculptors) ; Mr. H. M. Hake (Director of the National Portrait Gallery) ; The Rt. Hon. Earl of Haddo, O.B.E. (Alderman of the London County Council) ; Mr. Joseph White, C.C. (Chairman of the City Lands Committee) ; Mr. J. S. Stewart-Wallace, C.B. (Chief Land Registrar) ; Lt.-Col. T. C. Moore, C.B.E., M.P. ; Monsieur Emmanuel Pontremoli (President of the Société Centrale des Architectes Francais) ; Dr. Drummond Shiels, M.C., M.P. (Under Secretary of State for India) ; Mr. F. K. Kendall, F.R.I.B.A. (Member of the Cape Provincial Institute of Architects) ; Mr. L. F. Irwin, A.R.I.B.A. (Fellow of the Royal Victorian Institute of Architects) ; Mr. Neville Minchin ; Mr. Howard Robertson, M.C., F.R.I.B.A. (representing the President of the Société des Architectes Diplômés par le Gouvernement.

A Plea for the Washing of Stone Buildings

BY J. ALLEN HOWE, O.B.E., B.Sc., F.G.S., M.Inst.M.M.

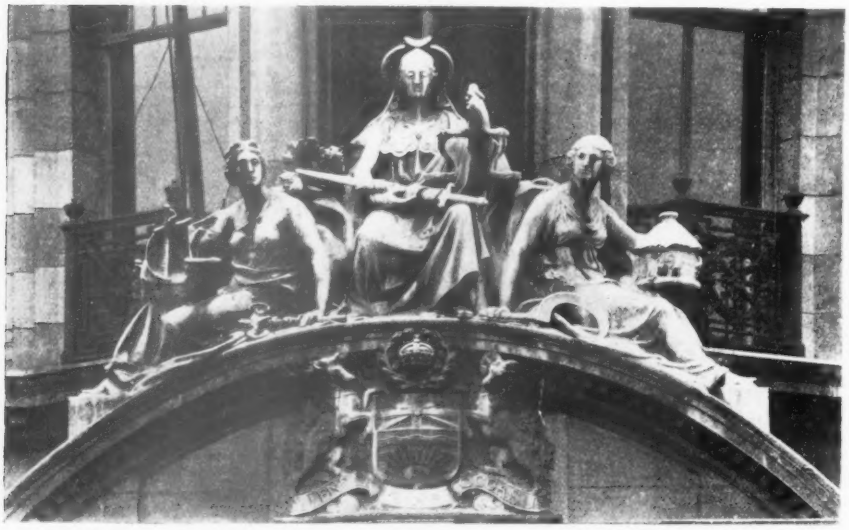

Fig. 5.—British Columbia House

THE employment of stone for building is to some extent a matter of tradition; architects have for ages been hewers and carvers rather than plastic moulders, and stone still meets the demands of their instincts and training. Stone is indicative of permanence; it is a dignified material, and in urban areas, far removed from the quarries, its use postulates a degree of opulence.

Thus, in spite of changes in methods of construction, stone continues to be employed for the majority of better-class buildings. There is, however, another incentive to the use of stone, in the belief that the extra expenditure on its prime cost will be counterbalanced by relief from charges for frequent renovation, painting and the like, which are demanded by some other materials from self-respecting owners of town property.

A vital difference exists between the standards that satisfy cultivated taste in rural and urban stonework. In the former the stone may be left with a rougher finish, the units of construction may conveniently be small; the buildings are often exposed to the winds, and the adhesion of lichen and moss does but add to their charm. In urban conditions, however, rusticity is out of place; the rough stonework of small units, so delightful in the old houses of the Cotswolds, would be incongruous in the main streets of a city. On the other hand, in town buildings, larger units are employed and a smoother finish is given to the stone; and in conformity with certain aspects of town life the buildings tend to be somewhat self-assertive—attracting attention.

Now the country stone building is best left to itself as long as possible, the slow decay is not an offence. Even discoloration may be unobjectionable; the sixteenth and seventeenth century farmhouses on the outskirts of Lancashire industrial centres, built with local sandstone, are black with a hundred years' grime from the moist, smoke-laden air, yet they are as pleasing to the eye as the grey Cotswold limestone cottages because of their decent design and unity with their environment.

The town building, with its large blocks of stone, high finish, and the prevalence of ornament, shows up the effects of weathering, dirt and wear very readily indeed; consequently some process of renovation or reconditioning becomes desirable if a high standard of appearance is to be maintained.

As matters stand, the bulk of urban stonework is left entirely without attention until drastic methods alone are applicable. It is the object of this memorandum to indicate the desirability of more general attention being paid to stonework from an early stage in the life of the building so as to avoid the need for more drastic treatment.

Since the procedure here advocated applies to all stonework, there is no need to specify treatment for particular kinds of stone. For brevity and convenience, the case of Portland stone, now so extensively employed, will be taken to exemplify stonework in general. Badly decayed stone of any kind requires consideration along different lines and is not dealt with here.

Buildings of Portland stone may be observed in a variety

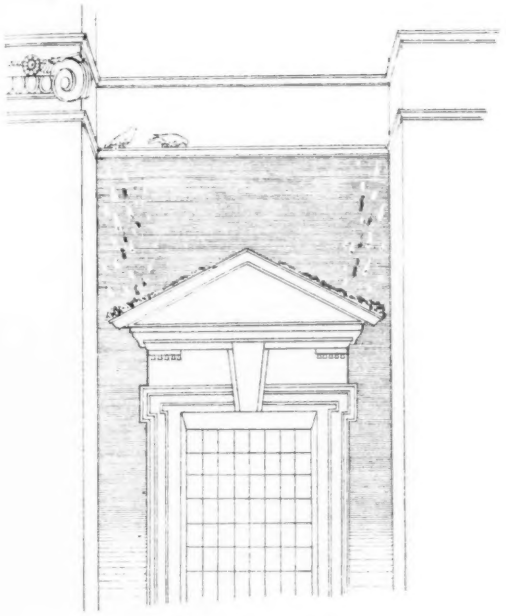

FIG. 1.—BROMPTON ORATORY

of conditions. The newly-erected building presents an appearance of creamy uniformity; all parts are alike and every stone is like its neighbours; the colour is pleasant and all the details of form have their full value.

A new building has, however, certain æsthetic drawbacks. Its newness is too obvious—it has not shaken down into its surroundings—the façade has still to acquire the look of a genuine stone structure; as yet its surfaces are too smug and flat, due to the adhesion of stone powder produced in the process of rubbing down.

Nevertheless, it takes no more than a few months for the new building to lose this flatness and tameness. One by one the stones begin to assert their individuality. Gradually the flat surfaces assume character—the character of true stonework.

From this stage onwards great diversity is introduced; local factors come into play which influence in a striking manner the appearance of the stone. Amongst these factors are :—

(1) *Aspect.*—Those frontages with a southerly or south-westerly aspect are generally cleaner than those which face in other directions, away from the prevalent winds.

(2) *Freedom to exposure.*—Buildings with a good expanse of open space in front of them are usually cleaner than those in narrow streets. The upper parts of all lofty structures are cleaner than the lower, more sheltered portions. The spires and towers of the city churches, exposed to wind and rain from every quarter, illustrate this effect very well.

(3) *Prevalent draughts.*—Even in narrow streets the stonework of portions of a building, which catch the force of local draughts of air, are seen to be clean, while immediately adjoining parts, more sheltered, are black with dirt.

(4) *Drip and downwash.*—The rain that falls upon a building runs off down courses determined by accidents of construction, form, or aspect. Where the downwash flows the stone is whitened, and commonly the clean track of the wash is bordered by patches of more than average darkness, due to the fact that their proximity to the flowing water causes them to be frequently damp and thus to hold the dust and smoke. Thus is produced the "Soot and Chalk" appearance so prevalent on Portland stone buildings.

When the building has been standing for a long period the appearance of the stonework becomes stabilised; well exposed parts will have become white, well sheltered and overhung parts will be black and encrusted; the southern frontages will be the cleaner and the northern uniformly darker. In narrow streets the ashlar of all elevations may be uniformly darkened.

If a street-door is painted and provided with a brass knocker, the status of the occupier is lowered, and the house degraded in the mind of the observant passer-by should the paint have been allowed to fade and blister or the knocker have been left unpolished.

It may well be asked—Why are not similar standards of cleanliness applied to stone buildings? Why do we go to the trouble of selecting a costly white stone or a red or brown one and allow it in each case to become black with dirt? Why do we decorate buildings with costly sculpture and carved ornament and permit them to become ridiculous with grimy smears and the excrement of birds? (See Fig. 1.)

Perhaps the reason for this neglectful attitude is that in early days there was less difference between town and country; in the fresh, freely moving air of the country the stone building kept itself clean enough, and in a less degree the same might be said of the stone buildings of the

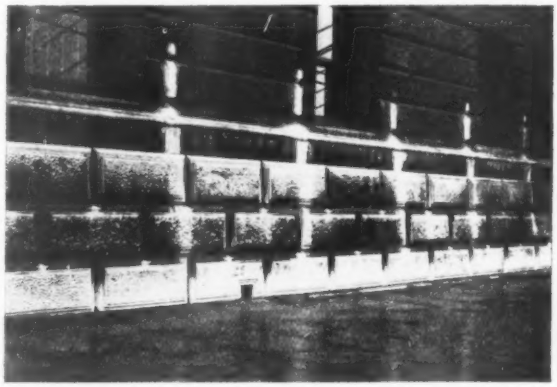

FIG. 2.—HORSE GUARDS' PARADE

small old towns. The growth of coal consumption, with the development of great cities and intense industrial activities, has changed the conditions, while the old habit of thinking that a stone structure could look after itself has lingered. We cleanse the streets and renew the paint on buildings but are content to leave stonework to collect the dirt, and as a consequence, to hasten its decay.

It has been suggested that the dirt on London buildings has its advantages, one of these being that it mercifully hides what has been described as "Victorian ugliness" This is not strictly true, and if it were, the fact remains that there is now a great preponderance of post-Victorian stonework in London. Are we to be ashamed of that also?

In the case of architectural sculpture the effect of dirt is even more objectionable. The figure of "Navigation" in Spring Gardens, Fig. 4, illustrates a common type of disfigurement; note the smudge from the right eye, the soiled right hand and the accentuated shadow on the neck. Fig. 5, representing a statuary group over the door at British Columbia House, Regent Street, exhibits similar defects; and though the mask shown in Fig. 6 may never have been sublime it is now without doubt ridiculous. Scores of similar examples are exposed within a mile or two of the City; at the Central Criminal Court, for instance, Justice herself has trouble in the eyes and Truth has an unpleasant suppuration from the ear.

Fig. 7, St. Martin's-in-the-Fields, shows the effect of

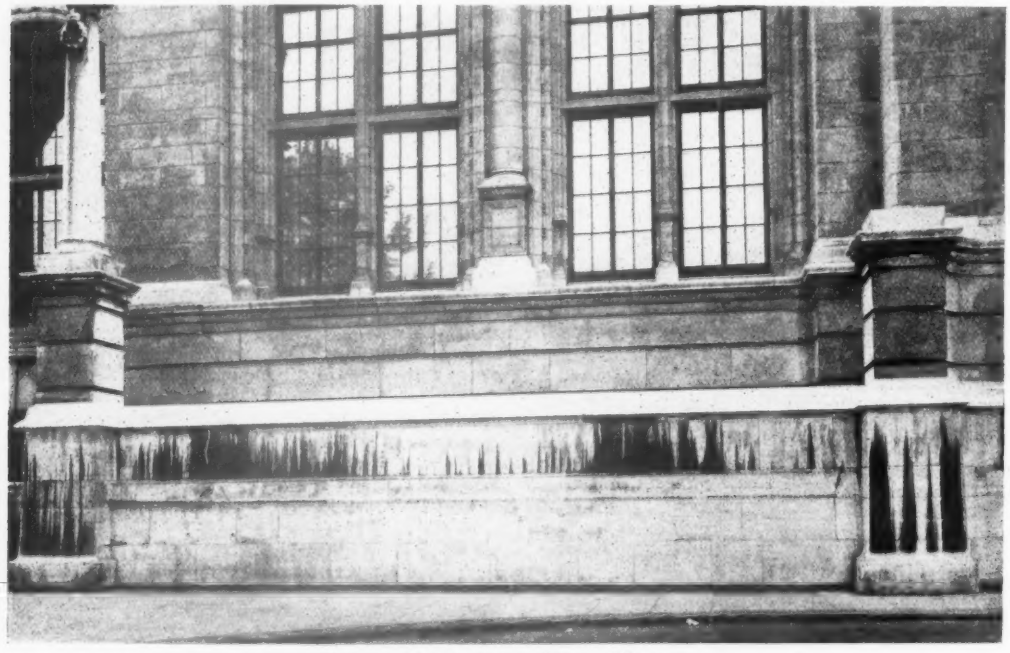

FIG. 3.—VICTORIA AND ALBERT MUSEUM

If a general drabness, due to dirt, covers the whole of a building uniformly—as it occasionally does—there is something to be said in its favour, for the intended architectural effect is secured as regards form, though drab was certainly not in the original colour scheme.

But the dirt is not often uniformly distributed; there are usually clean and dirty portions, appearing without relationship to the design and producing false lights and shadows inimical to the design. See, for example, Fig. 3, a view near the entrance to the Victoria and Albert Museum; the streaky forecourt wall contrasts unpleasantly with the uniform dun tone of the building and attracts the eye to a subordinate feature that is out of harmony with the principal theme. Again in Fig. 2, note the irritating effect of the drip streaks from the awning supports. the prevalent wind. The left-hand pilaster bears the full force of the draught and is whitened; the right-hand one feels it a little at the side but not in front. The two columns show the harsh effect of the false shadow produced by the grime on the sheltered sides.

Fig. 8, the doorway of a London Hospital, which, for lack of regular washing, has for many years presented this unsightly appearance.

LOSS OF LIGHT.

One great advantage that would accrue from the maintenance of clean stonework would be an increase in the illumination from their reflecting surfaces. Fig. 9, the Quadrant, Regent Street, shows the dark older block of the Piccadilly Hotel flanked by new buildings. The

FIG. 4.—"NAVIGATION," SPRING GARDENS

latter will in time become as dark as the central portion, unless they are washed. It is obvious what a great loss of light there must be in the street and in the rooms opposite the darkened frontages.

SURFACE TREATMENT.

The need for a method of cleaning stone buildings is recognised by some occupiers of such property, and to meet this need quite a number of processes have come into being and are available.

Almost without exception these consist in the application of a surface coating of some kind, after the stone has had a preliminary clean down.

The result of these applications is to obliterate completely the original surface of the stone. The natural variety once exhibited by the stonework is replaced by a uniform sameness which makes even good stone look artificial.

These coatings range in thickness from a mere film to a substantial slurry and the objection to them is not restricted to appearance, for the life of the coatings is not long and unless they are renewed at frequent intervals and at considerable cost they may actually facilitate flaking, caused by the decay which may proceed behind what affects to be a protective covering.

Some of these surface coatings adhere well to the stone but others begin to flake off themselves a few months after their application, leaving ugly patches behind.

The appearance of good stonework is frequently spoiled by the application of so-called "preservatives." Fig. 10, a Midland Bank in Piccadilly, is an example of the unpleasant result of such treatment upon a building only a few years old.

WASHING.

Periodical washing with plain water is a simple expedient which will cheaply and effectively cause the stone to exhibit its natural beauty of surface, while acting as a preservation against the insidious attack of the atmosphere.

His Majesty's Office of Works now regularly wash some of the public monuments under their care. The result may be observed in the Artillery Memorial at Hyde

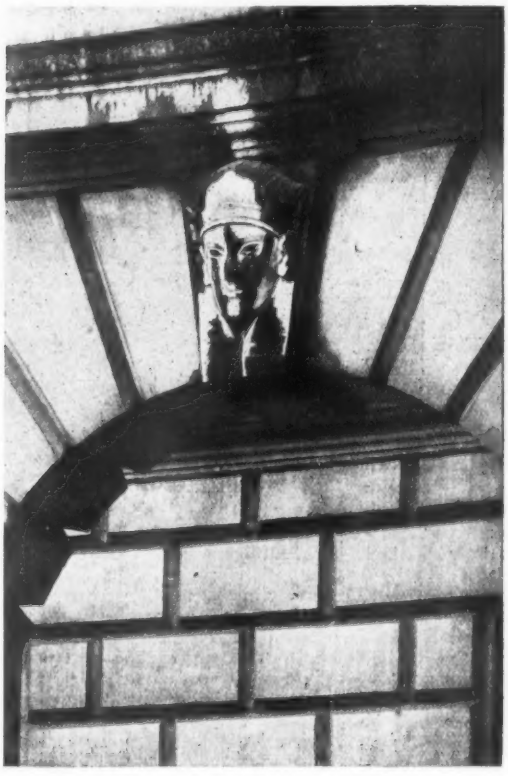

FIG. 6.—BURLINGTON HOUSE

Park Corner and the Guards' Memorial facing Horse Guards' Parade. The principal doorway of the Law Courts is periodically washed, and the Goldsmiths' Hall, Gresham Street, Fig. 11, is an excellent example of the good effect of regular and not too frequent washing.

The present appears to be an opportune moment for the consideration of the question ; for if the stone-faced buildings in London, of which there has recently been so great a development, are to be kept in good condition and allowed to exhibit their true characters, no time should be lost in starting the periodical washing. If these new buildings are permitted to acquire the usual sooty coating it will be necessary to clean them by laborious and expensive methods before the washing

(2) To remove the products of chemical reactions between the air and moisture and the stone, which products are highly deleterious to the stone.

(3) To assist in the removal of salts produced locally in the stonework by exudations from the mortar or the ground, or by the action of fumes and smoke-stacks.

(4) To maintain the natural colour and texture of the stone.

(5) To keep the building in such a state that its surfaces will reflect and diffuse more light into the street and opposite rooms.

PROCEDURE RECOMMENDED.

Sluicing with a hose from the service supply or by means of a pump should suffice for the ashlar walls of

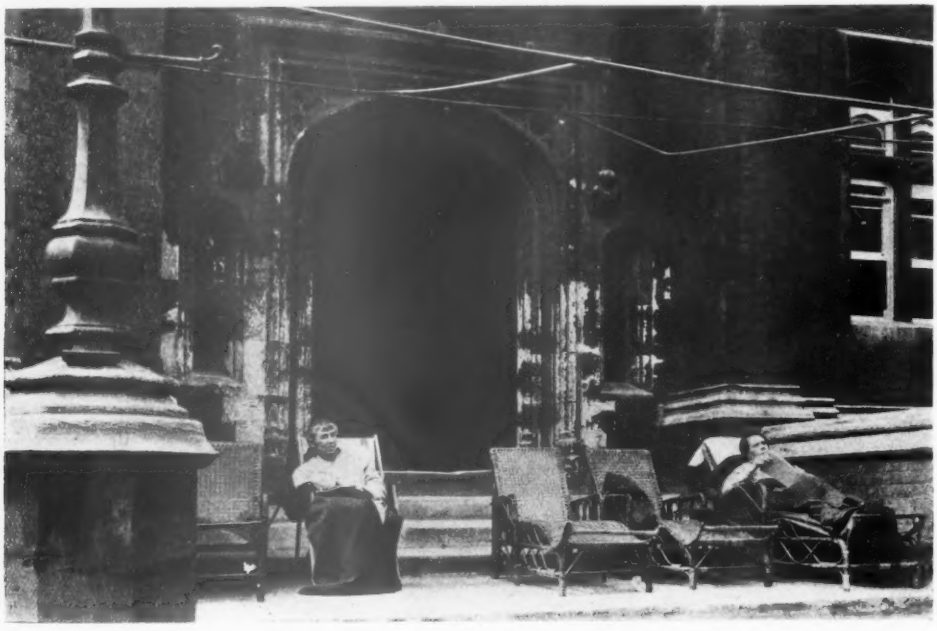

FIG. 8.—BROMPTON HOSPITAL

can be effective. No amount of hosing will remove the firmly adherent greasy dirt once it has established itself.

If it is desired to clean a blackened frontage preparatory to regular washing, the steam-brush process is probably the most satisfactory method ; but it is essential that steam alone should be used, without any aid from alkaline or other active solutions, such as have frequently been the cause of subsequent trouble when employed in conjunction with the steam-brush.

The object of washing with water is :—

(1) To remove loose dust and slightly adherent dirt, particularly from all crevices and ledges, where its accumulation is not only a disfigurement but is a potential source of decay.

fairly new buildings, except where there are bad patches ; but mouldings, ledges and ornament need to have particular attention. The jet from the nozzle should be directed at an angle to the surface, not perpendicular to it.

It is recommended that this treatment should be applied once a year to all new stone buildings, beginning, if possible, not later than the third or fourth year after erection.

Where patches of efflorescence appear *frequent brushing with plenty of water* is the safest and most effective way of checking its corrosive action. Neglect of this precaution will invariably lead to disfigurement. In general the use of a brush should be avoided.

Washing may be applied to older stone buildings, but only very prolonged washing will remove the thoroughly

FIG. 7.—ST. MARTIN'S-IN-THE-FIELDS

established black and greasy coating found on the less exposed parts of many old buildings. Hence the desirability of beginning the regular washing before the stone has acquired this coating.

Although an annual wash may be regarded as normally sufficient if begun in time, a more frequent application may be advantageous in certain circumstances or in such parts of a building as balconies, balustrades and pediments.

Too frequent washing of Portland stone is to be avoided as it makes the stone unnecessarily white and unduly roughens the surface. Therefore the annual sluicing may be more than is required in some cases ; the interval between the washings should then be arranged according to the need.

When a dirty or defective stone building has been cleaned down and renovated, the regular washing process should be commenced as soon as this work is finished.

Examples have been chosen from Portland stone buildings because they are now so prominent a feature in the newer building in many towns, and because they show in so pronounced a manner the defects arising from neglect. But all urban stonework will be found to benefit from the washing treatment ; nor should polished marble and

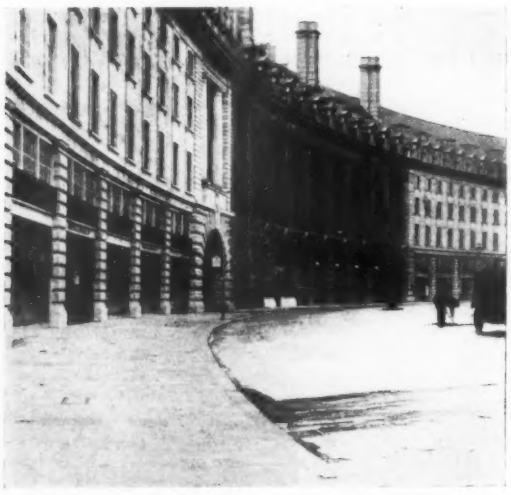

FIG. 9.—THE QUADRANT, REGENT STREET

granite façades be excluded, for the whole object of using such materials is stultified by the veneer of dirt, so easily removed, which too often obscures their beauty.

COST.

One of the most obvious advantages attendant upon the regular washing of buildings is the very small charge on the maintenance costs, while ensuring a continuous good appearance to the frontage, instead of an intermittent and costly cleansing, involving the employment of cradles and much hand labour, between long intervals of dirtiness.

The cost of a single washdown of a fairly large frontage may be roughly estimated at about £10 to £15.

In London the Metropolitan Water Board can arrange for the supply of water for the purpose in the same manner as is adopted in the case of Goldsmiths' Hall. A

FIG. 10.—BANK IN PICCADILLY

form of application is sent by the Goldsmiths' Company, requesting the attendance of a turncock and a supply of water for washing down the building, stating the day and hour when the supply is required, the size and number of jets which would be used and the probable period which would be occupied by the operation.

This application is made to the Board's Engineer and is passed to the Assessor, who fixes a charge for the supply of water. The user pays the cost of the turncock's attendance and makes his own arrangements for the washing; in the case of Goldsmiths' Hall this is undertaken by Messrs. Merryweather and Sons, Ltd.

It should be noted that since the pressure in the Board's mains varies, the pressure in some instances would be insufficient effectively to clean the upper storeys of a high building without some process of boosting.

FIG. 11.—GOLDSMITHS' HALL

A Building Account of 1621 Signed by Inigo Jones

Mr. Sigismund Goetze has presented to the R.I.B.A. library an original account signed by Inigo Jones and Thomas Baldwin for work done in the year 1621, in repairing a house at Sheen for Charles I, when he was still "the Prince his Highness." It was done "in the monethes of December and January 1621"—a reminder that the civil year ran from March to March in those days.

The work was not heavy, the total cost being only £46 2s. 7d. It included repairs to floors, roofs, gutters and ceilings, and the reinstatement of some panelling. The trades concerned were carpenters, bricklayers, plasterers, plumbers and smiths. The prices of some of the materials are mentioned, plastering being 11d. per yard, lead 12s. per cwt., solder 9d. per pound, ironwork—in hinges 4d. per pound and in window-bars 3½d. Single iron casements were 3s. each, double casements (2 feet 2 inches high by 15 inches wide) were 6s. each, single stock locks 1s. each, double, 2s., new glass 5d. per foot. The only wages mentioned are those of labourers, which were 1s. per day, but the purchasing power of money was at that time quite five times as much as at present.

The account is signed as examined by Inigo Jones and Thomas Baldwin, the latter being Controller of the Works, and a frequent co-signatory with Jones of similar accounts which are preserved in considerable numbers in the Record Office.

J. A. G.

Waterloo and Charing Cross Bridges

BY ARTHUR KEEN [*F.*].

The decision to reinstate Waterloo Bridge, arrived at by the L.C.C. on October 22, sets the seal on a long-sustained effort to secure the retention of the bridge in which the R.I.B.A. has played an important part, and a note on the history of the matter will not be out of place in this JOURNAL.

The bridge stands on timber piles driven through the river gravel into the clay below it. In 1817, when it was opened, old London Bridge was still in existence, damming up the river in such fashion that it had become in effect a slowly moving lake with very little rise and fall. Since the rebuilding of London Bridge the tide running rapidly up and down has disturbed the gravel under the piers of Waterloo Bridge and thereby thrown greater weight on to the timber piles. By 1924 most of them had sunk to some extent and in that year the fourth pier from the Surrey side sank considerably and dislocated the two arches resting on it. The engineers thereupon condemned the whole bridge and the L.C.C. decided to rebuild it in another form with a six-way road and form a tunnel under the Strand as an essential part of the scheme. The Society for the Protection of Ancient Buildings took steps to disprove the need for rebuilding and asked the Institute to convene a meeting for the purpose of discussing the matter. This meeting was held on 19 February, 1925, and out of it arose a body representing many societies* which became known as the Thames Bridges Conference. A deputation approached the L.C.C. on 24 February to point out that the bridge was far too valuable a monument to be sacrificed ; that its reinstatement was fully possible ; that the relief of traffic congestion could be better secured by a bridge elsewhere and that reference should be made to an independent authority upon the structural question. The deputation was informed that nothing could be done before July by which time, if it so desired, the Conference could secure evidence in support of its statement that the bridge could be underpinned and would then be probably the most permanent and enduring monument in London. A reasoned report was accordingly prepared setting out the evidence of some well-known engineers and in particular a fully detailed scheme for underpinning prepared by Mr. Harley H. Dalrymple Hay. Correspondence followed the delivery of this report and ultimately the Improvements Committee recommended that the bridge should be retained and underpinned, provided that the claims of the Conference could be established, and that the First Commissioner of Works should be asked whether the Government would be prepared to set up a technical commission of enquiry to ascertain whether underpinning could be safely done and how. This was rejected by the L.C.C. on 15 December, 1925, and the Council definitely decided by 82 votes to 32 to go on with building a new six-line bridge of not more than five arches.

The Conference then addressed a long letter to the Prime Minister asking for the intervention of the Government upon carefully stated grounds and this was followed by another letter and then by a remarkable memorial prepared by two members of the Conference, Lord Crawford and Mr. D. S. MacColl, with the result that the Royal Commission on Cross River Traffic in London was set up on 14 July, 1926, under the chairmanship of Lord Lee of Fareham with instructions to report especially on the subjects of Waterloo Bridge and the proposed St. Paul's Bridge. The case for the Conference was presented by Lord Crawford with evidence for the retention of Waterloo Bridge, the construction of a bridge at Charing Cross, and the abandonment of the proposal for a bridge at St. Paul's, and in the end the report of the Commission was entirely favourable and the Government undertook to pay threequarters of the cost of the repair of Waterloo Bridge and of the construction of Charing Cross Bridge if, upon examination, the structural, financial and æsthetic aspects of the Charing Cross scheme proved satisfactory. The R.I.B.A. then endeavoured to secure the appointment of an architect to collaborate with the engineers entrusted with this examination, but the request was refused and the engineers put forward a new scheme based on that of the Royal Commission but showing Charing Cross station to be built on the south side instead of at the Strand. This scheme was sent by the Government to the L.C.C. for approval and the Conference again approached both the L.C.C. and the Prime Minister with very serious criticism of the proposals. Sir Edwin Lutyens was then called in to deal with the layout of the new bridge and its approaches. He has prepared a new plan which modifies the former arrangements in many important respects but it is understood that certain conditions, including the position of the railway station on the river bank, had to be regarded as unalterable.

The plan as now drawn shows an open square of about 300 ft. set angle wise on the centre line of the Strand, an approach road to the bridge deviating boldly from the axial line of the bridge and entering it by means of a small " place " with a monument in the centre ; the railway station forms one half of a curved façade facing the river ; an embankment next to the river is shown and a roadway leads to the entrance of the station from the new bridge and from Waterloo Bridge. York Road runs under the station in a tunnel about 120 yards long ; Belvedere Road stops short of the bridge ; the railway and the road from the bridge together cross over Waterloo Road with a width of about 125 yards, and the roadway then curves round on the east side of Waterloo Road running at the side of the railway and comes to ground at the New Cut nearly half a mile from the river in a circus, out of which Oakley Street, widened, runs through to Kennington Road.

* The Royal Academy, Town Planning Institute, London Society, Society for the Protection of Ancient Buildings, Architecture Club, a number of civil engineers under the chairmanship of the late Sir Wilfrid Stokes and the R.I.B.A.

There are varying opinions as to whether the northern approach should start from the Strand as shown on the official plan or, as in the case of Westminster and Blackfriars Bridges, from the Embankment, the roadway being raised to some extent and the tram lines and part of the roadway lowered so as to run under the bridge; the President referred to this in his opening address on 4 November. There can hardly be two opinions as to the mistake of placing the railway station on the river bank. To do this is to stop, permanently, the opening up and developing of the portion of central London lying between the Southern Railway and the river. All that is required is for the railway company to consent to its hotel being built on the river bank and the station itself being set back so as to let a wide thoroughfare run through into this neglected district. The two buildings would be connected by a subway and the station would be in immediate touch with Waterloo Station and the Tube Railway instead of being separated by a great main road. At the same time the long street tunnels which the President deprecates so strongly would disappear.

Any account of the efforts made to secure the retention of Waterloo Bridge would be incomplete without reference in a very particular way to the unfailing co-operation of a large number of engineers with Mr. J. S. Wilson and the late Sir Wilfrid Stokes at their head. But for the help and support they gave the efforts made must have failed.

The late Thomas Hastings

BY PROFESSOR C. H. REILLY [*F.*].

The Royal Institute only recommends to His Majesty the King the name of a foreign architect for the Gold Medal every third year. In spite of the vast output of American building and its adventurous character during the last quarter of a century, only three American architects have been so honoured since the Institute was founded. The first was Richard Morris Hunt, the designer of the Metropolitan Museum in New York, and the first prominent American architect since the early part of last century to practise in the classical manner. He received the medal in 1893. In 1903 it was awarded to Charles Follen McKim, and in 1922 to Thomas Hastings. I quote these facts to show the position the latter occupied in the opinion of his contemporaries. He was in fact the doyen of American architects. It was not that his output was very great on the American scale, but that he had begun to occupy in his later years in the eyes of his countrymen very much the same position as Norman Shaw occupied with us. He was consulted by the Federal and other governments on important questions. He was a member of the Federal Fine Arts Commission, which was the forerunner of our own, and as the older body, has naturally a larger body of achievement behind it. In Hastings's regime, for instance, it gave America its present fine coinage. Municipalities consulted him on the layout of their public parks, and in the placing of their monuments. At the time of his death he was engaged on a replanning of Central Park, New York, which to us would be like replanning Hyde Park. Earlier the town of Baltimore had put itself into his hands and he had remodelled a great deal of its central portion. Atlantic City did likewise. America has always been liberal in her public monuments, and a number of these fell to him to design. There is the McKinley Memorial at Buffalo, the Paul Jones Memorial at Washington, the Lafayette monument as well as the American monument to the battle of the Marne in Paris, to mention only a few. Like Norman Shaw, too, towards the end of his life, he was often added as consulting architect for the façades of important buildings. The Cunard Building in Broadway, the Ritz Carlton in Park Avenue are cases in point. There, however, the resemblance ends. Norman Shaw grew into his position with us through the inventive character and the excellence of his domestic work, and, with a certain illogicality characteristic of us, we consulted him over our monumental schemes. Thomas Hastings was from the start a monumentalist. He was called in in such cases because the public had learned from his work that he could supply the desired note of elegance. Although others of his generation and before, like the two gold medallists mentioned, and many more since, had been trained in Paris, Hastings stood out by his personality and his work as pre-eminently the Beaux Arts man of the nineties—the great period of that famous institution. I think it was this which brought him his great opportunities throughout his life. The early hotel in Florida, Ponce de Leon, his first job, which he did with his Paris student friend, John Carrère, who was afterwards an assistant with him in McKim's office, and then his partner, with its elegant Spanish detail at once struck a new note. Hotels and large private houses followed quickly, and their distinguishing characteristic was the elegant beauty of their detail. From 1897 to 1910 the firm was engaged on the great marble structure of the New York Library, which they had won in competition. It is a building full of good things, such as the back elevation, where the "stack" of books is very logically yet finely expressed, as well as of less good. Of the faults of the main front Thomas Hastings in later years was very conscious, and it says a great deal for the constant striving for perfection in all his work, which was so characteristic of him, that he is leaving in his will, so he told me, not only the drawings for alterations to the front, but a large sum of money—I think he said a million dollars—to carry them out. In 1911 his partnership came to an end with Carrère's death in a motor accident.

From that date onwards Hastings alone, but with the able staff he always gathered round him, carried on a great amount of work, a large portion of which, such as the great marble blocks of offices at Washington for the offices of the Senate and the House of Representatives, the Arlington Memorial Amphitheatre in the same material, the Cenotaph to the Unknown Dead, the Altar of Liberty, and the Victory Arch erected in New York for the return of the Army, the Atlantic City War Memorial were of a public character. His chief commercial building at this time, apart from the string of

banks he had already built with his partner across the continent, was the Standard Oil Building at Battery Point, New York, the United Rubber Building in the same city, Devonshire House, London, and, best of all, the little building in Fifth Avenue, which includes the shop of Messrs. Black, Starr, and Frost. In London he also rebuilt the ground floor in Bond Street of Messrs. Knoedler's Galleries with the delicate detail he loved. In many of the universities of America, such as Yale and Cornell, there are large buildings from his hands.

Any list of his works, nevertheless, however extended, would not by itself give a just estimate of Hastings's influence and position. He carried into America the fine Beaux Arts tradition that the great and successful architect is in duty bound to help the younger men. As founder and president of the Beaux Arts Society, which stands in relation to the great American schools of architecture very much as the Institute of Prizes and Scholarships Committee does here, he devoted much time and energy to their competitions, serving himself on innumerable juries. We generally leave the assessing of such student work to the younger men. In America this is not the case, and it was particularly not the case with Hastings. Although he was not a modernist and had both a love of ornament and a knowledge of it characteristic of his generation, but carried further with him, by his continual upholding of the Beaux Arts tradition of logic in architectural expression he may truly be said to have assisted in preparing the way for the modern movement. If, too, that movement to-day in America shows elegancies and subtleties of detail not to be found in the corresponding movement on the Continent, it is, I think, largely because men like McKim and Hastings by precept and example first made their country as regards architecture the conscious heir to all European culture.

Finally, having seen not a little of the enthusiastic and conscientious way in which he did his work with his own hands on the drawing board, always refining the detail and never satisfied till the last moment, and not then; knowing the hours he devoted to public work, whether for the student world or for his profession as a whole; knowing, too, from a long stream of my own students who have passed through his office, the deep affection he inspired in all around him; and lastly knowing the man himself at work and at play, I feel that with his death our art has lost a very noble and single-minded exponent.

The late Geoffrey Scott

By EDWARD WARREN [*F.*].

By the death of Geoffrey Scott, architectural literature has sustained a severe, and indeed irreparable loss, in the removal of a supremely acute and highly developed intelligence trained in the observation, study, and practice of architecture, not in the narrow sense of mere professional preparation, but in that of sympathetic interest and attraction, and, therefore, to a predominant degree, educated, in the highest sense, by acute and discriminating observation.

His personal bias in architectural study was towards the various forms of the Italian Renaissance, and very naturally so, since the earlier years of his conscious training were largely spent in Italy, especially in Florence, where, in partnership with his friend Mr. Cecil Pinsent, he practised professionally for several years and, amongst other work, carried out additions to Mr. Berenson's villa, notably the much admired library. His first initiation in architecture was made by a period of study in the old architectural school in Tufton Street, Westminster, and his early bias in favour of the work of the Renaissance was of course confirmed and stimulated by his long residence in Italy, and his careful and scholarly study of its manifestations in that country were largely devoted to confutation of prevalent nineteenth century criticisms of that manner. On the outbreak of the Great War, he accepted a diplomatic post at Rome, for which his long residence in Italy and mastery of its language well fitted him. There he married Lady Sybil Cutting, and after the war lived for some time at Villa Medici, Florence. During this period he wrote "The Portrait of Zelide," the intimate biography of Madame de Charrière.

Returning to England in 1925, he began the "Life of Boswell" for the English Men of Letters series. On the subsequent discovery of the Talbot de Malahide papers, which he was invited to edit by Colonel Isham, who had purchased them, he went to the United States, where he passed the remainder of his life, in the completion of this task, paying only one short visit to England in the summer of this year.

He had written in earlier years a number of charming poems of which a selection was published, with illustrations by W. Rothenstein, under the title of "A Box of Paints."

After preliminary education at Rugby, he went up to Oxford, and New College. Shy in manner, but extremely sympathetic in disposition, his warm kindliness and vivid intelligence make his untimely death an irreparable loss to all who had the privilege of his friendship. It is hoped that a volume of his later poems will shortly be published.

WESTMINSTER ABBEY.

The following letter from the Dean of Westminster was published in *The Times* of 22 October :—

To the Editor of "The Times."

SIR,—I am happy to be able now to make known the composition of the small committee which is to reconsider the various schemes that have been before the Dean and Chapter for the provision of a sacristy. The following have consented to serve :—Archbishop Lord Davidson of Lambeth, Sir W. Llewellyn (President of the Royal Academy), Sir Banister Fletcher (President of the Royal Institute of British Architects), Mr. C. R. Peers (Director of the Society of Antiquaries), and Mr. J. F. Green (Acting Chairman of the Committee of the Society for Protection of Ancient Buildings). The terms of reference will be as wide as possible—to review the schemes; to investigate any that appear to be worthy of further consideration; and to advise the Dean and Chapter on the whole question.—I am, yours faithfully,

W. FOXLEY NORRIS.

Smoke Abatement

REPORT OF THE SMOKE ABATEMENT SUB-COMMITTEE

The Smoke Abatement Sub-Committee was formed in consequence of the following letter which was received from the Secretary R.I.B.A. :

28 *October* 1927

SMOKE ABATEMENT.

DEAR SIR,—At the last meeting of the Council, Mr. F. E. Pearce Edwards of Sheffield suggested that, in view of the powers recently conferred on local authorities by Parliament for dealing with the smoke nuisance, the time was opportune for the Institute to make further investigations into the question.

It was decided that the Art and Science Standing Committees should be requested to consider and report upon the matter, and they should also be asked to include in the reference the question of " acid-laden fumes."

I shall be glad, therefore, if you will lay the matter before the Science Standing Committee at their next meeting. Possibly the matter could be referred to a Joint Sub-Committee of representatives of the Art and Science Standing Committees.—Faithfully yours,

(Signed) IAN MACALISTER, *Secretary*.

Major C. F. Skipper,
Hon Secretary, Science Standing Committee.

The Science Standing Committee appointed the following members to act on the Smoke Abatement Sub-Committee :—

Mr. H. D. Searles-Wood, Chairman.
Mr. R. J. Angel,
Mr. P. W. Barnett,
Mr. Lionel G. Pearson,
Mr. P. J. Waldram,
Mr. Digby L. Solomon
Major C. F. Skipper
Mr. E. H. Evans } (ex officio).

Mr. G. G. Wornum was appointed by the Art Standing Committee.

Much information has been collected and the salient points will be set out in this report, but before doing so it may be well to recite the incidents which led up to the powers contained in the Act of Parliament and the subsequent bye-laws relating thereto.

In 1914 Mr. Herbert Samuel, President of the Local Government Board, appointed a Departmental Committee on Smoke and noxious vapours abatement, but, in consequence of the War, its operations were suspended, and in January, 1920, Dr. Addison, Minister of Health, re-appointed this Committee and their findings were issued in an interim report in June, 1920, and a final report in December, 1921.

Seventeen recommendations were made by this committee, which were as follows :—

(1) That the Minister of Health should be given powers to compel or act in place of defaulting authorities who refuse to administer the law with regard to smoke.

(2) That manufacturers and users of business premises should be legally obliged to use the best practical means to obviate polluting the atmosphere with smoke or other noxious emissions. This applies to Government establishments and railways and also to motor-cars and steamers.

(3) That standards of pollution should be fixed by the Minister of Health.

(4) That the *duty* of enforcing the law with regard to pollution should be transferred from the Local Authorities to County Authorities, but minor authorities should still have the *power* to take proceedings if they so desired.

(5) That the Minister of Health should be empowered to form Joint Committees consisting of two or more Councils if such proceeding would lead to the better administration of the law.

(6) That the Minister of Health should assign competent officers to assist in advising the Local Authorities and manufacturers with regard to means of abating smoke problems, and that they should report annually.

(7) That much larger fines should be imposed.

(8) That the various Statutory provisions should be consolidated into one measure.

(9) That the central housing authority should decline to sanction any housing schemes unless provision be made for adopting smokeless methods of supplying heat, unless same were impracticable.

(10) That the Government should encourage co-ordination and extension of research into domestic heating.

(11) That Local Authorities be empowered to make bye-laws requiring provision of smokeless heating arrangements in new buildings other than private dwelling houses, hotels, clubs and offices.

(12) That gas and electricity undertakings be encouraged to increase and cheapen the supply of gas and electricity.

(13) That the Alkali Works Regulation Act (1906) should be amended so as to apply to all manufactures from which noxious vapours should come.

(14) That a list of such noxious vapours should be included in the Act.

(15) That a general obligation should be placed on every manufacturer to use the best practical means to prevent the escape of noxious vapours.

(16) That the present system of registration be continued and extended.

(17) That the Minister of Health should be empowered to fix standards with regard to noxious vapours.

Following these recommendations an Act of Parliament was passed in 1926 to amend the law relating to smoke nuisances.

Section 1, amending the Public Health Act, 1875, in defining a chimney, excludes private dwelling houses, and deems smoke to be a nuisance and excludes the words " black smoke."

The word smoke includes soot, ash, grit, and gritty particles.

The fine of £5 is increased to £50 as the maximum penalty. In the Public Health Act, 1875, Section 98, it is enacted that any person who fails to obey an order of a Local Authority to abate a nuisance shall be subject to a maximum penalty of 10s. per day for default, and any person who knowingly and wilfully acts contrary to an order of prohibition shall be liable to a maximum penalty of 20s. per day, and the Local Authority may enter the premises and themselves abate the nuisance and recover the expenses of so doing. In the Act of 1926 the fines are increased to 40s. and £5.

Section 334 of the Public Health Act, 1875, excludes mines from its operation so as not to interfere with or obstruct the efficient working of the mine, nor the smelting of ores and minerals, nor the calcining, puddling and rolling of iron and other metals, nor to the conversion of pig iron into wrought iron. The Act of 1926 includes among these exemptions the processes of reheating, annealing, hardening, forging, converting and carburising iron and other metals, and if the Minister so makes an order other industrial processes may also be exempted, but the Minister may, by a provisional order at any time after 5 years from the passing of the Act,

exclude from the application of the section of the 1875 and 1926 Acts any process which has hitherto been exempted, and, if necessary, conditions may be imposed.

The Act amends the Public Health (London) Act, 1891, in so far as " black smoke " is concerned, also gritty particles, the increase of the penalty from £5 to £50, and also the penalties of 40s. and £5 as mentioned in Section (1) relating to the Public Health Act, 1875, and the 1926 Act.

Section 23 of the Public Health (London) Act, 1891, deals with " consumption of their own smoke in furnaces " and the penalties of £5 and £10 are increased to £25 and £50.

The Act provides that where a person has been proceeded against for sending forth smoke (other than black) it shall be a defence if he shows that he has used the best practicable means to prevent it, and it includes not only the maintenance of adequate and proper plant, but also the manner in which the plant is used. Where an officer, duly appointed, finds that a smoke nuisance exists, it is his duty forthwith to notify the occupier of the premises of the nuisance, and if such notification is not in writing, he shall confirm it in writing within 24 hours.

Section 2 empowers the Local Authority to make bye-laws as to the abatement of smoke nuisances, and may deal with the smoke in the matter of colour, density or content. In the application of the Act to London, the Port Sanitary Authority shall be the Local Authority for the district of that Authority, but save as respects that district, the London County Council shall be the Local Authority for the County of London, and the Common Council shall be the Local Authority for the City of London.

Section 3 includes under the expression of " chimney " *any* opening capable of emitting smoke both in London and the provinces.

Section 4 empowers the Minister, after public enquiry, to make orders extending the list of noxious or offensive gases under the Alkali Works Regulation Act, 1906, and extend the list of works included in that Act.

Also, if the Minister of Health may be of opinion that any work is of such a character as is likely to cause the evolution of any noxious or offensive gas, he may, notwithstanding the Alkali Act, authorise his officer to enter and inspect such works, and apply the provisions of the Alkali Act if such course were deemed necessary.

Section 5 enables all Local Authorities, both in London and the provinces, to make bye-laws requiring in *new* buildings (other than private dwelling houses) that arrangements be made for heating and cooking which will prevent or reduce the emission of smoke. Two or more Authorities may combine to carry out the duties of this Act under Section 6.

Section 7 provides that when a Local Authority in a County has failed to carry out the Act, the Minister of Health may cause an inquiry to be held, and if the Authority is found to be in default, the County Council may take over the duties and charge the cost of carrying out those duties to the Local Authority.

Section 8 provides that all County and Local Authorities shall from time to time report to the Minister as to any action they have taken to abate smoke nuisances.

Section 9 exempts ships which are habitually used as sea-going ships from the Act.

Section 10 gives power to one or more (in combination) Authorities to undertake researches into the problems relating to atmospheric pollution and the abatement of smoke nuisances.

Nuisances which are suspected of existing in premises belonging to the Crown must, under Section 11, be reported to the Minister controlling such building.

The Act came into force on 1 July 1927.

The Result of a Smoke Laden Atmosphere on Buildings.

A letter from Dr. Lander, the Director of Fuel Research, is as follows :—

Department of Scientific and Industrial Research,
Fuel Research Division,
16 Old Queen Street, S.W.1.
6 February 1928.

Atmospheric Pollution.

Dear Sir,—In reply to your letter of 24 January, your queries are not easy to answer.

(1) The action of the sulphur acids is very different for different stones ; some stones showing signs of disintegration within three years in the present atmosphere of London, while other stones are unaffected after 80 to 100 years.

It seems possible that any trace of sulphur acids in the atmosphere will cause disintegration in time on certain stones.

There are very few data published giving the sulphur content of the air in various places ; more often it is the amount of sulphate present in the rain water which is recorded.

It is rather remarkable that a high sulphur content in the water is found in country districts miles away from any large town, the amount not differing very much from that in the rain in town areas.

(2) The sulphur in coals and cokes varies according to the coal seam, and it is impossible to give any general answer except that properly purified gas should contain less sulphur than any other form of fuel derived from coal.

I can see no hope of the coal being treated in any way that will reduce the sulphur naturally contained in it, except by its conversion into gas which can be purified before it is burned.

The percentage of sulphur in the atmosphere depends not merely on the type of fuel burned, but on the quality and the extent to which the original products of combustion have been mixed with purer air.—Yours faithfully,

(Signed) C. H. Lander, *Director of Fuel Research.*

Striking evidence has been given as to the serious damage occasioned to public and other builings by smoke and other impurities in the atmosphere.

The damage is mainly due to the sulphurous and sulphuric acids contained in the products of combustion, but it is pointed out that particles of soot united with these acids materially enhance their injurious effect. The acids become concentrated and the tarry content of the soot makes the mixture more adhesive.

In such buildings as the Houses of Parliament, Buckingham Palace, Somerset House, and Chelsea Hospital, what are the normally good weathering stones are being rapidly disintegrated by the acid soot. It has been given in evidence that the upkeep of public monuments and buildings would be reduced by at least one half if a pure and smoke free atmosphere could be obtained. Sulphuric acid particularly corrodes or disintegrates practically all kinds of building materials. Marble tends to turn green and then black. The absorption of sulphur gases by limestones resulting in the formation of gypsum is, in this country at least, the most potent cause of their decay.

In the case, even of internal frescoes, the porous surface of the carbonate of lime provides opportunity for the tenacious lodgment of dirt and for the destructive action of the acids. The carbonate is transformed to gypsum. It is so expanded that it loses its binding power while the painting ground is often destroyed.

Some idea of the destructive effect of soot on buildings may be formed from returns compiled by the Department of Scientific Research during the year 1927-28 when it is realised that in the City of London 595 tons are deposited in a year per square mile of surface and soot deposits three quarters of an inch in thickness have been scraped off cornices.

The soot-fall in other places is given as follows :—

Leeds (suburbs)	168 tons per square mile.
Leeds (industrial)	342 " " " "
Glasgow	447 " " " "

The substances derived from the combustion of soft coal and other fuels which are injurious to stone may be divided roughly into two classes :—

Class I. Those which soil buildings, *i.e.*, carbon, tar, ash and their various combinations.

Class II. Those which corrode and in general aid in the destruction and weathering, *i.e.*, sulphuric acid, sulphurous acid, hydrogen sulphide, hydrochloric acid, ammonia and organic acids.

The action of carbon and ash when not associated with tar is not extremely objectionable as the simple process of dusting will remove either. When, however, they are associated with tar, especially in the case of soot, we have the most objectionable kind of dirt. While the soiling effect of soot is by far the most evident to the eye it does not in itself cause the deterioration of building material. This cannot be said of the corroding agents of which sulphuric acid is the most important.

The effect of sulphurous acid is nearly as serious as that of sulphuric acid. Ammonia is also dangerous in that it combines with sulphuric acid and ammonia-sulphate has a deleterious action on stone. The action of hydrochloric acid and hydrogen sulphide, though probably of less importance cannot be dismissed as innocuous.

Building Stones may be divided into two classes.

1. Stones which do not contain the carbonates of calcium and magnesium such a granite, gneiss, and sandstones (in which the grains of sand are cemented together by some substance other than carbonates.)

2. These containing larger or smaller amounts of the carbonates of calcium and magnesium, such as limestones, dolomitic limestones, and sandstones with a calcareous cementing material.

Stones of Class 1 are but little affected by atmospheric acid.

Stones of Class 2 are acted upon by sulphuric acid which attacks the carbonates of calcium and magnesium. Both classes, of course, are disfigured by soot deposits.

At the present time no method of preservation is known which will adequately protect those building stones which are liable to attack by deleterious acids : the conditions required to be fulfilled by such solutions are mutually contradictory. Temporary protection can be obtained by the use of certain of the many methods of preservation which have been suggested from time to time during the last eighty years, but the temporary protection so obtained is likely to be followed by an acceleration in the rate of decay. Periodic washing down with water is probably the most effective preventive measure that can be applied in corrosive atmospheres to prevent the accumulation of soot and to keep the stone free from harmful accumulations of disintegrating salts. References should be made on these points to the reports of the Building Research Station.

The Cause and Constitution of a Smoke Laden Atmosphere.

Factory chimneys are by no means the chief offenders in emitting smoke which pollutes the atmosphere even in industrial areas.

According to the Committee on Smoke and Noxious Vapours Abatement (Ministry of Health) domestic chimneys contribute at the least 50 per cent. of the total smoke nuisance and at least 6 per cent. of the bituminous coal ordinarily burnt in domestic fireplaces escapes, unconsumed, in the atmosphere as soot.

Taking 40½ million tons as the amount of coal burnt annually in the United Kingdom (exclusive of Ireland) in its natural condition for domestic purposes, the loss amounts to 2,430,000 tons, or more than half the total amount of fuel required to heat the Metropolitan area for a whole year. That is to say, nearly 2½ million tons of soot escape into and pollute the atmosphere every year from domestic fireplaces alone.

Domestic soot contains a considerably higher percentage of carbon and tar than factory soot, and by reason of its large proportion of tar, it adheres to every object upon which it falls and is, therefore, more obnoxious and destructive than soot emitted from factories.

Two varieties of fuel, hard and soft coal, are worthy of consideration, for at least 90 per cent. of the corrosive acids and soot are produced by their combustion. They consist of ash, coke, volatile matter and sulphur, of which only the volatile matter and the sulphur have an important bearing on the subject.

Anthracite coal burns without smoke and very little soot. On the other hand bituminous coals, especially those of a high volatile nature which contain large percentages of hydrocarbons, rich in carbon, are particularly bad smoke producers. When bituminous coal is thrown on the fire, the volatile matter, consisting for the greater part of compounds of carbon, hydrogen, and oxygen, is driven off. These compounds are more or less completely dissociated by the heat of the furnace into hydrogen, carbon (soot), etc., but if the furnace is properly constructed and operated they will unite with the oxygen of the air to form colourless gases, carbon dioxide and steam. If the furnace is not properly operated and there is, say, a lack of air, smoke will be produced in smaller or larger quantities.

The sulphur in coal is combined for the greater part with iron as iron sulphide. During combustion most of the sulphur unites with oxygen forming sulphur dioxide and sulphur trioxide. A small part escapes as hydrogen sulphide and various sulphur-containing organic compounds. That which does not burn remains as ash, for the most part sulphide of iron. Of the sulphur which escapes up the chimney some is occluded in the soot, the rest escapes as gas.

Acid held in the soot is capable of being much more deleterious in its corrosive action than that which escapes in the air.

71.78 per cent. of the sulphur in coal passes out as sulphur gases, while 14.51 per cent. is absorbed in the soot and mainly escapes into the atmosphere, and 13.71 per cent. remains in the cinder and ash.

Under proper conditions of boiler firing there is no reason to suppose that the ratio of SO_2 to SO_3 in the gases from various coals will vary widely. The total amount will of course be dependent upon the amount present in the fuel burned. This amount varies widely with different fuels. In anthracite the percentage varies from 0·5 to 2·0 per cent., in bituminous coal from 1 to 4 per cent., and in oil from 0·1 to more than 3 per cent.

Means to be adopted to Reduce Pollution of the Atmosphere.

It is obvious that if a fuel could be discovered which would not give off the deleterious matters into the atmosphere, the causes which tend to decay stone and other building materials would be removed and the health of the inhabitants would be improved, more pure sunlight would result, and a greater part of the dirt and dust would be eliminated from our towns.

The Government has done much good work in instituting the Fuel Research Board. The authorities of various industrial towns in Great Britain, also the Mellon Institute of Industrial Research and School of Specific Industries and the City of Pittsburgh—both the latter in America—have also prosecuted investigations and much useful information has been the result.

The Fuel Research Board have been investigating a fuel produced by low temperature carbonisation and about eight firms have entered the market with smokeless coal, of which four are active.

Ordinary gas coke, produced by the gas undertakings, is obtained by heating the coal in retorts to a temperature of about 1,200° C. In this process practically all the live gas

obtainable is extracted but the sulphur content of the coal remains, as likewise the ash.

From the reports of the Fuel Research Board we learn that the coke obtained by the low temperature carbonisation process is produced by heating the coal to about 600° C., and consequently has a higher proportion of gas retained. Like gas coke, the sulphur and ash is retained in about the same proportion to the original coal. It ignites very easily and gives off no smoke or soot. About three-quarters of the weight of the original coal remains as coke and is an excellent domestic fuel, clean to handle, and burns evenly for long periods without attention, and more heat is radiated into a room when burning this coke than when burning an equal weight of raw coal in spite of the fact that the coke has a somewhat lower calorific value. It also heats suitably designed ovens and domestic boilers better than raw coal. The relative radiant efficiency as between low temperature carbonisation coke and raw coal is as 30 per cent. for the former to 24 per cent. for the latter.

There still remains, in part at least, the objection which owners of buildings, etc., labour under, namely, that the whole content of sulphur in raw coal is distributed in the atmosphere even when using L.T.C. coke, but the absence of soot (and consequently tar) will not cause it to adhere to buildings as at present, but the sulphur transformed into sulphuric acid will attack stone.

Alternative methods of heating rooms by gas and electricity as against coal and L.T.C. coke have much to be said in their favour except for the cost, which is, of course, an important item to the average householder.

Assuming coal and coke to be 45s. per ton, gas at 10d. per therm, and electric current 1d. per unit (power), the following table will show the costs of warming a room of 2,000 cubic feet capacity, according to a report by Margaret Fishenden, D.Sc., assisted by R. E. Willgress, B.Sc., on the "Heating of Rooms" for the Department of Scientific and Industrial Research.

This ratio of costs is, however, materially modified in practice, because the various methods of heating differ widely in the facility with which they can be used to apply heat exactly where and when it is needed. In regard to this facility electricity has the greatest advantage, while water heating comes last. For intermittent and local application of heat this consideration may go far to modify the relative costs based on the above conditions.

Number of occupants.	Hot water radiators by coke-fed boiler.	Gas heaters.	Electric heaters.
1	5·0 pence	12·8 pence	38·0 pence
4	4·0 ,,	10·4 ,,	30·6 ,,

It will be seen from the above figures that the cost of gas for air heating is about 2½ times, and the cost of electricity about 7½ times that of coke for continuous heating, but, owing to the greater ease of control, gas or electrical appliances only need be used when required.

Cooking by gas has been proved to be as economical as by a coal fire, since the latter must be maintained for much longer periods than those actually required, but it is generally considered that cooking by electricity is expensive at the present rate.

From the smoke prevention point of view there still remains the smoke and gases produced at the source of production of electricity and gas.

Also for central heating, oil-fed boilers for hot-water circulation has proved an economical proposition both on fuel and labour and running costs.

The Sub-Committee find that there is at present no economic process by which sulphur can be eliminated from the atmosphere entirely, but the minimum seems to be by the universal use of gas or electricity for heating—the latter being preferable if the cost could be brought within the range of the ordinary householder.

The use of coal in its raw state produces great destruction to buildings, it is injurious to the health of the inhabitants, and the cost of disposing of the ash is a great factor in the national expenditure, and even in the dust destructor, sulphur and grit are distributed over a wide area through the chimney stacks.

The Sub-Committee recommend that the inspectors, mentioned in the findings of the Government Commission, should be urged to be more vigilant in their observations and should fearlessly report to the Ministry of Health on their work, and that local authorities should also be more active and impartial in suppressing both smoke and noxious vapours from industrial premises.

The public should be instructed both in the harmful effects of fouling the atmosphere with smoke and noxious gases and also in their civic rights in its prevention, and be invited to stimulate the local authorities in using to their utmost the powers given them in the Act of Parliament.

The Royal Institute of British Architects might with advantage organise means to inform the public, and suggest remedies and support any action which would remedy the evil of the smoke nuisance.

Notes for Architects on Smoke Abatement.

When designing public buildings, such as Town Halls, Libraries, Schools, etc., the local authority should see that suitable provision is made for preventing, or reducing to a minimum, the emission of smoke.

Where, as will frequently be the case, the whole building is warmed by means of a central heating apparatus, the matter of smoke abatement will be simple, and whether the medium adopted be hot water, steam or warm air, the main consideration in reference to smoke abatement will be to use smokeless fuel, such as coke, anthracite (or oil) in the heater or boiler. There may, however, be parts of buildings or rooms which, on account of their purpose or the limited occasions of their use, cannot conveniently depend on a central heating apparatus. In such cases some other provisions must be made, and the alternatives are (1) the use of gas for heating, (2) the use of electricity, (3) the use of smokeless fuel, or (4) the use of apparatus which is adapted to burn coal with the least necessary smoke. A few suggestions under each of these headings may be made.

(1) *Gas.* Gas fires for heating rooms occasionally used for limited periods, or for apparatus for heating limited quantities of water not regularly wanted, or for cooking, afford a practicable alternative to the use of raw coal which is free from smoke and usually economical in use. The chief consideration is to provide proper flues or other suitable outlets for the products of combustion, which though not visible, may none the less be dangerous to health if allowed to excape into a room inadequately ventilated.

(2) *Electricity.* For every potential therm electricity is usually more costly than gas, but electric apparatus for cooking and heating may excel even gas in the accuracy with which the heat can be applied to the spot where it is needed, and in this way may, in some cases and for some purposes, prove both practical and economical.

(3) *Smokeless Fuel.* There are three such fuels now in use (*a*) anthracite coal, (*b*) ordinary gas coke, and (*c*) modified coke produced by special carbonisation.

(*a*) *Anthracite* is a dense, hard fuel of generally good quality and high calorific value. It is usually burnt in stoves but will burn in suitable cooking ranges.

(*b*) *Coke*, weight for weight, when reasonably free from moisture and ash, can be used for heating effects in open sitting-room grates. The efficiency of good coke as a fuel,

its relative cheapness, and its freedom from smoke, together constitute advantages for the sake of which it is worth while to overcome the slight difficulties in regard to its use. When fixing open grates intended to burn coke, attention to the following points will tend to ensure success.

As there is little flame to heat up the air entering the chimney flue, that flue should have a good draught. The distance from the top of the fire to the canopy should be rather less than for coal fires, and the fire should not project too far forward to cause risk of any of the products of combustion escaping into the room. The column of fuel should be deep and be well insulated with firebrick, except where exposed to view in front. Grooves or ridges in the firebricks to allow air to pass are useful, and means to regulate the draught both below the fire and above it into the flue are desirable. Means to remove the fine ash which may accumulate without much disturbance of the glowing coke are also desirable.

(*c*) *Modified coke* is now being manufactured by commercial firms. When made from washed coals, blended or otherwise, it ignites and burns more readily than ordinary gas coke. There seems prospect that the manufacture of this product will, ere long, give a supply of smokeless fuel less difficult to burn in ordinary grates than coke.

(4) Where, owing to local conditions, the use of raw coal must still be regarded—in spite of the serious objections—as the most suitable or economical fuel to use in open fires or in ranges, something may be effected by selecting grates which at least facilitate the reduction of smoke to a minimum by reasonable stoking, for it is recognised that with open coal fires care in stoking must be by far the largest factor in reducing the production of smoke. Control of air supply to the fire, enclosure with firebrick insulation, overhanging back low enough to be generally hot, not too great in extent, and hollowed to concentrate the products to the centre, are useful features. Probably a suitable grooving of the firebrick assists the supply of air. As regards cooking ranges, the leakage of cold air into the flues should be prevented, and a closed firebrick chamber under the fire through which the regulated air supply can be admitted and where it will be warmed before reaching the coal will be found helpful.

THE TWELFTH INTERNATIONAL CONGRESS OF ARCHITECTS, BUDAPEST, SEPTEMBER, 1930.

The following letter regarding the above Congress is published for the information of members who wish to attend :—

XII. International Congress of Architecture in Budapest between 8 and 14 September, 1930, organised by the Hungarian Section of the "Comité Permanent International des Architectes."

Preceding Congresses: Paris, 1900; Madrid, 1904; London, 1906; Vienna, 1908; Rome, 1911; Hague and Amsterdam, 1927.

DEAR SIR,—Allow me to inform you that the C.P.I.A. International Permanent Committee of Architects have accepted the kind invitation of the Hungarian Government and of the capital of Budapest to the XII. International Congress of Architects, which will take place in Budapest in 1930. The Hungarian Section of the C.P.I.A. together with the Hungarian Socieites of Architects, have undertaken the organisation of the Congress.

The conferences will begin in Budapest on the 8th, and will last till the 14th of September. In connection with these conferences excursions and an International Exhibition of architectural plans and designs will be arranged. During the excursions we intend to show the members of the Congress the architectural development of our capital the representative, as well as the industrial and commercial buildings (in connection with the subject of the fourth debate). The International Exhibition is intended to demonstrate the architectural development, since the war, in the most important countries.

Budapest, the capital of Hungary, with its splendid situation on both banks of the Danube, with its surprising development during the last hundred years, with its world-renowned thermal springs and baths—some of which are many hundred years old—and with the green, encircling mountains in Buda, makes always an indelible impression on the travellers.

The conferences of the Congress will be held in the large Redoute Hall of the town, which is one of the most interesting productions of the romantic period of Hungarian architecture. By means of the different receptions the members of the Congress will be able to visit the different halls of various architectural areas, which are generally difficult to see. The International Exhibition will take place in the great halls of the building for exhibition of works of art. By combining the programmes, we should also like to show our museums, particularly the precious collection of modern Hungarian pictures and the most interesting section of the Hungarian National Museum: the ethnographic collection, which give a comprehensive idea of the riches of the Hungarian peasant-art.

THE SUBJECT MATTER OF THE DEBATES.

1. The adaptation of architectural education to modern practice, with special reference to commerce and the organisation of building works.
2. Syndical Chambers of Architects and the legal status of the architect.
3. Artistic copyright in relation to the work of the architect.
4. The *rôle* of the architect in industrial buildings.
5. The acoustic properties of large halls.

Particulars of the debates as well as the text of the conferences will be sent in good time to the members of the Congress. These general notices will be elaborated and given out by general reporters in the beginning of the Congress.

OFFICIAL INVITATION.

The official invitation will be sent next spring to those who wish to take part in the Congress. This preparatory bulletin, which will also be sent through the Hungarian Legations, is intended to make known in good time when the Congress will take place in order to enable a large number of our colleagues to attend the Congress.

To the official invitation will be attached a list of particulars of the journey, visum, etc., as well as the exact programme for each day. A ticket of admission to the Congress will also be enclosed.

We are quite ready to give any information concerning the Congress, and we beg you to send all communications to the Congress Office (Budapest, IV, Reáltanodautca 12–14).

Yours very truly,

RÓBERT KERTESZ,
President of the Executive Committee
Architect, Secretary of State.

HOSPITAL PLANNING.

It will interest members of the Institute and all students of hospital planning to know that the authoritative paper on English Hospital Planning which was read before the Institute on 27 May by Mr. H. Percy Adams [*F.*], and subsequently published in two parts in the JOURNALS Nos. 15 and 16 of the current year, has now been published in pamphlet form and can be purchased at the offices of the R.I.B.A. (4s.). The pamphlet contains 108 plans of various hospitals in the text.

Allied Societies

(The attention of Members of Allied Societies is particularly called to this page)

AN INDIAN INSTITUTE OF ARCHITECTS.

Following closely upon the foundation of the Australian Institute of Architects comes the news of the creation of an Indian Institute of Architects. This again is the result of many years of effort. With the help of the R.I.B.A. a Bombay Association of Architects was established some years ago and admitted as an Allied Society of the R.I.B.A. It was given representation on the Council of the R.I.B.A. and was entrusted with important functions in architectural education and examination.

Now this Bombay Association has been developed into an Indian Institute with the whole of the Indian peninsula as its province, and it is hoped that before long it will have branches in Bengal, Madras, the United Provinces, and the Punjab.

In the field of architecture the circle of Imperial organisation is now complete and the Indian Institute takes its place beside the Royal Architectural Institute of Canada, the Australian Institute of Architects, the Institute of South African Architects, and the New Zealand Institute of Architects, which are all working in federal union with the R.I.B.A. for the control and advancement of architecture throughout the Empire.

ESSEX, CAMBS AND HERTS SOCIETY OF ARCHITECTS.

West Essex Chapter.

The first Meeting of the Season was held on Saturday, 19 October, when a party of 36 members and friends mustered at the Imperial Chemicals Industries building at Millbank, when they were privileged to inspect the building by the courtesy of Sir Frank Baines, F.R.I.B.A., K.C.V.O., C.B.E. (who was represented by Mr. R. H. A. Jones, Chief Assistant, and Mr. A. P. Fiske, Engineer). Afterwards the company was entertained to tea when an opportunity was afforded to the Chairman, Mr. Christopher M. Shiner, A.R.I.B.A., to thank the company and the architects on behalf of the Chapter.

Afterwards an inspection of drawings of stained glass was made at the South Kensington Museum and the party was conducted over the gallery of ancient stained glass by the artist, Mr. Sydney Eden.

The Dinner in honour of the architects reconstructing St. Paul's Cathedral will be held on 5 December, when the Presentation of the drawing will be made to the President of the City Livery Club for hanging in the Old Chapter House, where it will be preserved by them and open for inspection.

HAMPSHIRE AND ISLE OF WIGHT ASSOCIATION OF ARCHITECTS.

At the opening meeting of the 1929–30 session of the Hampshire and Isle of Wight Architectural Association, held at the Castle, Winchester, on Friday, 18 October, the president, Mr. J. A. Smith, F.R.I.B.A., delivered the opening address, in the course of which he said :

I think that we, as an Association, can look back over the past year with a measure of satisfaction, and even pride, when we review the work of the session. We have increased in numbers, and developed in activities, enlarging our scope for usefulness in the profession. And we have maintained a worthy aspiration in the cause of architecture. We have had the privilege of visits and lectures from such eminent men as Professor Reilly, Dr. Raymond Unwin, Capt. Edwin Gunn, Mr. Sylvester Sullivan, Mr. Ansell and Mr. Bennett From these we have not only received education and inspiration ourselves, but we have, through them, provided matter of interest and edification for the general public. And we ourselves have had opportunities of public service in addressing Rotary Clubs and Women's Institutes. These occasions have been taken advantage of by Mr. Roberts and myself in speaking on architecture and the work of the C.P.R.E., etc.

I am glad to refer here to our *Year Book*, for the publication of which we are indebted to Mr. T. D. Atkinson, the editor, and to our honorary secretary, Mr. Roberts, who has so ably arranged its publication. This *Year Book* is a very great asset to our Association ; it is of great value to members, with its complete and concise information, and ranks second to no other similar publication amongst the Allied Societies or any other technical association. I would here call attention to our library. As an Association we already own a number of very valuable books as the nucleus of a library which we hope to acquire by degrees. We are indebted to our honorary secretary for the housing of these volumes, and also for his very kind offer of the use of his own particularly fine library for reference. I hope that this very generous offer of Mr. Roberts is being made good use of. It is my pleasure to announce to-day the following additions to our library by the generosity of two of our members. Our honorary member, Mr. Geo. Brummell, A.R.I.B.A., of Bournemouth, has very kindly presented bound copies of the R.I.B.A. Journal for a number of years, a most valuable addition to our catalogue. And Mr. Roberts is presenting the following :—*St. Paul's Cathedral in Isometric Projection*, by R. B. Brook-Greaves and W. Godfrey Allen ; two engravings by Piranesi ; *The Masterpieces of Sir Christopher Wren*, drawn by Professor Cockerell, and engraved by William Richardson ; an original pencil drawing of St. Maclou, Rouen, by Samuel Prout ; and a collection of architectural lantern slides. We extend to Mr. Brumell and Mr. Roberts our very cordial thanks for, and appreciation of, their generous gifts.

In connection with architectural education, we are glad to have the distinction of a representative on the Board. Mr. Roberts, our honorary secretary, has been appointed by the Council of the Institute to represent us. The programme of architectural education which the Board have is extensive and democratic, making it possible for any student with ability, and the necessary zeal, to enter the profession and rise from the humblest circumstances to its foremost ranks.

We have followed with interest the big architectural problems that have come into prominence during the year.

In our own area we welcome the commencement of the erection of the new municipal offices at Southampton, a very important step in the architectural history of that town. The new Empire Theatre, and the completion of Lloyds Bank and the new Roman Catholic Church in Shirley Road, are very notable additions to the town amongst other buildings of distinction. We note also with interest the opening of Bitterne Bridge. We have had the privilege as an Association of visiting and inspecting the completion of the new Pavilion in Bournemouth, and we congratulate the architects and the town on their fine achievement and acquisition. In the rural districts we note with especial pleasure the very charming entrance lodges to Moundsmere Manor at Preston Candover. The buildings I have referred to are the work of members of the Institute outside our area, and it is with especial pleasure that I refer to works of our own members that have come under my notice. We congratulate Colonel Gutteridge on the commencement of the new buildings for the University of Wessex, and we congratulate Mr. Roberts on Drayton Council School at East Cosham, which was the subject of such complimentary notice in *The Architect and Building News* in May

last. The new pier entrance by Mr. Cooper Poole, necessitated by the widening of the road in consequence of Southampton dock extension, is of interest architecturally and a striking contrast to the old building. Other buildings of note and interest in Southampton and the neighbourhood designed by members of our Association are: Warren's new front in the High Street, the Co-operative Society's new premises in Shirley Road, the Children's Hospital extension, King Edward's School pavilion, some very pleasing houses in Upper Hill Lane, and the excellent layout and well-proportioned and dignified houses and shops of the Swaythling housing scheme, and Glebe Court and Orchard Way. In the Bournemouth area important buildings have been completed in connection with the Roman Catholic Elementary School, paying patients' wards at the Royal Victoria and West Hants Hospital, St. Clement's Parish Hall, and the boys' home at the Russell-Cotes Nautical School at Parkstone.

My reference to the foregoing is not intended to be an exhaustive enumeration of all the buildings of repute in this district. Nor do I suggest that all the noteworthy works by members of our Association are confined to the neighbourhoods referred to. But you will remember that it was suggested at our last annual meeting that the president might be notified of works of merit within our area. A reminder was sent to the various districts, but only a few such notifications have been made, and therefore my references are limited, because it is not practicable to visit all districts in order to ascertain where new buildings have been erected. The days have long passed when architects were unable to see and appreciate merit in the work of their contemporaries and competitors. In these more enlightened days there is a sympathetic comradeship and mutual appreciation. This is, to a great extent, the outcome of the development of the Allied Societies and the goodfellowship generated in the architectural schools. We are now able to compete in the best possible spirit, and we look to one another for inspiration in our profession, and co-operation in the pursuit of our ideals. For this reason I would urge again what Mr. Ansell so ably put to us in his address at the opening of the exhibition at Bournemouth, namely, the importance and the individual duty of members to make some contribution to our annual exhibitions in the form of drawings or photographs of their own executed works. These exhibitions are of unquestionable mutual value, but their value is proportionately increased or decreased with the greater or smaller number of contributors.

This mutual responsibility in connection with our commissions is a reminder of another responsibility, which we ought to recognise, to our less fortunate brother members of the profession, and here I wish to interpose a reference to the Architects' Benevolent Society. I do not think it necessary to remind you of the object and aims of this Society, but I take this opportunity to call your attention to the urgent need for immediate help in the form of additional subscribers, in order that the work of the Society may be carried on. The Society has recently issued an appeal, signed by Mr. Walter Tapper, Mr. Maurice Webb, and Sir Charles Nicholson, for the co-operation of all Associations in securing for the Benevolent Society an improved and sounder financial status. Mr. McArthur Butler, of Bournemouth, has been appointed by our Council as our local honorary secretary, A.B.S., for this area.

The proposal for the development of the Royal Institute of British Architects and its Allied Societies, upon which we voted during the year, has been approved by a very large majority of votes cast, and we look expectantly to the realisation of this scheme for the extension and increase of the usefulness of the Institute, not only to its members, but also for the unification and consolidation of the profession, and for the benefit of the general public and the advancement of architecture.

SOUTH WALES INSTITUTE OF ARCHITECTS.

Official Visit to the Welsh National Museum.

Instead of their usual Annual excursion and "ladies' day" to some outside place of interest, the Institute decided to accept the invitation to pay an official visit to the National Museum of Wales at Cardiff on Thursday, 10 October. About 100 members of the Institute and their ladies were present at a very enjoyable function. The party were received at the Museum by Dr. Cyril Fox, Director, and Mr. A. A. Lee, Secretary, with Mr. A. Dunbar Smith [*F.*], the architect of this famous building, who conducted them over the present Museum and the important additions to it which are now in course of construction. The planning, internal detail and fittings of the various departments were greatly admired, and the architect paid a generous tribute to the high standard of work which had been done by the contractors throughout.

Tea was kindly provided by the Museum authorities, and in extending a welcome to the visitors Dr. Fox made special reference to the great interest which local architects had taken in the Museum and the importance of ensuring a continuation of such valuable co-operation in future years.

Mr. T. Alwyn Lloyd, F.R.I.B.A., the President of the Institute, expressed thanks for the hospitality shown and referred to their pleasure in having this opportunity of renewing their friendship with Mr. Dunbar Smith and congratulating him on the success of his work. Mr. J. Herbert Jones, F.R.I.B.A. (Swansea) (Vice President), Mr. Percy Thomas F.R.I.B.A., Mr. Walter Rosser, F.R.I.B.A. (Newport) and Mr. W. S. Purchon, A.R.I.B.A., also spoke.

THE ULSTER SOCIETY OF ARCHITECTS.

Professor Patrick Abercrombie, M.A., F.R.I.B.A., Lever Professor of Civic Design in Liverpool University, gave an address last night in the headquarters of the Ulster Society of Architects, College Square North, on "Town Planning Legislation for Northern Ireland." There was a large attendance, including many members and officers of the Corporation. The Minister of Finance, the Right Hon. H. M. Pollock, D.L., presided.

Mr. E. R. Kennedy, F.R.I.B.A., president of the society, said that was the first public meeting they had held in their new headquarters, and he took the opportunity of welcoming those present, and expressing the hope that they would attend future meetings. It was their intention to have lectures on architectural subjects and also exhibitions of drawings.

Professor Abercrombie said someone had remarked that the Town Planning Act enabled one to plan many things, but not a town, and the fact was that it allowed them to plan suburbs. To be fully valuable it needed to be expanded to deal with the country and contracted to deal with the built up areas of towns. The Act dealt primarily with individual authorities, and regional planning was outside its scope. There was regional planning, but it was in the nature of reports by groups of local authorities.

What was needed was a wider form of planning on national lines. In England they had begun at the wrong end. They began with the unit and were working up to the national scheme, but they should have started with the main ideas and on big lines. There were great road schemes and great electrification schemes, which were really on a national basis, but they were not part of a national plan. They ought to be thought of as a part of the natural development of the country. The logical sequence was to have natural planning, regional planning for large areas such as counties, and finally town planning for individual authorities.

Professor Abercrombie said the English Bill dealt with sanitation, which really meant the health of the people; with amenity, and with convenience. He went on to explain the provision of the measure, and referred to zoning, the newest of the powers in town planning. Zoning gave power to prescribe the charac-

ter of buildings and their situation. The power given was very arbitrary, and it was indeed a definite interference with the liberty of the individual in the interests of the community. The height of buildings could be settled, and such a matter as the density of buildings, or the number of houses to be allowedy per acre. Advertisements could be controlled better this way than by any other way, because it was part of a general scheme. Natural features, such as trees, could be preserved, and there was also the important question of the control of design of buildings. Little use has been made of this power in England. There was power to refer all designs to an advisory committee which had the assistance of a consultative board of architects. Designs could be submitted in the rough so that time might not be lost and expense incurred in preparing plans which would only be rejected.

Speaking of the urban problem, Professor Abercrombie said a Bill should apply to developed as well as undeveloped land, because if not, its powers would only have one-third or a half of their value.

For rural planning it was necessary to include large areas under control, for no one knew where building would take place. It was sad to have to plan the countryside, but if they did not it would be destroyed. What was needed was some light and easily adjusted form of control. A difficulty arose in England as to what was a reasonable density for houses in rural areas.

A density of twelve houses to the acre was ridiculous because it would permit ribbon development without let or hindrance. The tendency now was to separate land into three categories—urban, suburban, and country land—and to allow full control of the country land to the local authority. The thing had to be tackled reasonably, because they did not want to stop the building of houses ; they wanted them built in groups so that they might have decent sanitary conditions and fall in with amenity It had been proved, too, that the shanty question could not be dealt with satisfactorily by by-laws.

The Ministry of Transport had power, when making new roads, to acquire more land than was wanted for the road, and this power, if exercised, would give control over the actual frontage. Another power, the use of which would be valuable in preventing ribbon development, was to compel those who built houses on an existing road to pay road costs, just as those who built on a new road had to pay.

People sometimes thought town planning was a very expensive business, but that was not so. It was economic, and the actual cost was very slight—perhaps one fifth of a penny for a town scheme. In England there had not been great claims for compensation, and on the positive side there was a saving through economy of development. Town planning tended to stabilise land values, a very important thing. At present many beautiful places fell in value because of the juxtaposition of unsuitable property. " In a word," concluded the lecturer, "town planning is an economic proposition, and not an extravagance."

THE BICENTENARY OF JOSIAH WEDGWOOD.

Designs in competition are invited for a Wedgwood Vase to be made in commemoration of the Bicentenary of the Birth of Josiah Wedgwood, which will be celebrated in 1930.

The jury, consisting of Mr. Philip Connard, R.A., Mr. W. Reid Dick, A.R.A., Mr. H. S. Goodhart-Rendel, F.R.I.B.A., Mr. Frank H. Wedgwood, will award to the designs they consider first, second, and third in merit :

Prizes of £100, £50, and £25, respectively.

The prize-winning designs will become the property of Messrs. Josiah Wedgwood and Sons, Ltd., who reserve the right to execute the designs placed second and third, as well as the winning design.

The vase is intended as a centrepiece, and may be either a simple vessel decorated in relief and colour, or an architectural composition embodying ornamental adjuncts in the round. It should not exceed eighteen inches in height, though to this dimension not more than six inches may be added for a pedestal or plinth. The decoration is to be by means of ornament applied to a ground of contrasting colour.

Designs, packed and plainly marked outside, " Bicentenary Vase Competition," should be addressed to the Secretary, Messrs. Josiah Wedgwood and Sons, Ltd., Etruria, Stoke-on-Trent, and must be received at that address not later than Monday, 28 April, 1930.

BUILDING MATERIALS BUREAU.

The Building Materials Bureau is situated in the Architectural Association's premises in Bedford Square. Its object is to provide a centre where materials and fittings appertaining to buildings may be inspected and information obtained on all the latest manufactures. The exhibits in the Bureau include decorative materials, asbestos cement goods, bricks and ceramic materials, electrical goods, fabrics, flooring materials, glass, metal-work of all types, plywoods brick fittings, etc. The Bureau is open from 10 a.m., to 6 p.m. (Saturdays 1 p.m.)

ELECTION OF STUDENTS R.I.B.A.

The following were elected as Students at the meeting of the Council held on the 21st October 1929.

ALDRIDGE : ROWLAND DE WINTON, Bankton, Lower Kingswood, Surrey.
ALLISTON : JAMES THOMAS, 14, Glisson Road, Cambridge.
ANDERSON : WILLIAM GEORGE DEANE, 2, Glendower Place, London, S.W.7.
APPLETON : FRANK, " Swithland," Kettering Road, Moulton, Northampton.
BAZELEY : AILWYN GEOFFREY, Alverne Hay, Penzance.
BERRIDGE : EDWARD WALTER, 24, Fortismere Avenue, Muswell Hill, N.10.
BOX : KENNETH DIXON, c/o Ross and Macdonald, Beaver Hall Hill, Montreal, Canada.
COOPER : JOHN FERGUSON, 39, Knighton Drive, Leicester.
CUTLER : DUDLEY GAROOD, 3, The Close, Blackheath.
DAVE : MULSHANKER BALASHANKER, c o Gregson Batley and King, Chartered Architects, Chartered Bank Building, Fort, Bombay, 1.
DAY : BENJAMIN IVOR, 120 Wick Road, Brislington, Bristol.
DEMUTH : RONALD PITCAIM, Pitcaim, Southbourne, Bournemouth.
ELLIS : ELIZABETH MARY, 17 Stafford Terrace, Campden Hill, W.8.
EXELL : KENNETH, 2 Burnaby Street, Langsett Road, Sheffield.
FORD : RICHARD AILWYN LAVINGTON, Firwood, Long Ashton, Nr. Bristol.
FRANKLIN : HERBERT JAMES, " Newstead," Nightingale Road, Rickmansworth, Herts.
GIBSON : ALEXANDER GEORGE, 34 Vicarage Drive, Eastbourne.
GREENAWAY : GEORGE FRANCIS, 34 Lancaster Road, Eccles Old Road, Pendleton, Manchester.
HANDISYDE : CECIL CHARLES, 31 Mercers Road, London, N.19.
KELLETT : DOUGLAS, Newtown, Stanhope, Co. Durham.
KINGSFORD : GEOFFREY MONTAGUE, Birken Trees, Kingswood, Tadworth, Surrey.
LEDEBOER : JUDITH GEERTRIND, 42 Marryat Road, London, S.W.19.
MARSH : JOHN DAVID TAYLOR, " Scriventon," Speldhurst, Kent.

MARTINEAU : DENIS FREDERICK, Goodwyn's Place, Dorking, Surrey.
McMULLEN : ALEXANDER LAWRENCE, 32 Evelyn Mansions, Carlisle Place, Victoria Street, S.W.1.
MISTRY : RATANJI RASTAMJI, Umrigar Bungalow, opp. Marine Lines Station, Queens Road, Bombay.
NICKSON : RICHARD SCHOLEFIELD, Hinderton Lodge, Neston, Cheshire.
RUSSELL, RICHARD DREW : Snowshill, Nr. Broadway, Worcs.
SPENCE : BASIL, 82 Thirlestane Road, Edinburgh.
STOKES : DAVID DOMINIC SCOTT, 3 Mulbery Walk, London, S.W.3.
SUTHAR : CHANDULAL BHURABHAI, Gangasha, Rughnath Building, Cloth Market, Delhi, India.
TOMLINSON : HAROLD, 14 Trumpington Street, Cambridge.
WARD : JOHN PALEY, Cherry Garth, Christchurch, Newport, Mon.
WHISTON : ROBERT NOEL, "Caer Glowe," Macaulay Drive, Lincoln.
WHITE : NORMAN JOSEPH SCHOFIELD, 97 Cromwell Road, London, S.W.7.

Notices

THE SECOND GENERAL MEETING.

The Second General Meeting of the Session 1929–30 will be held on Monday, 18 November 1929, at 8 p.m., for the following purposes :—

To read the Minutes of the First General Meeting, held on Monday, 4 November 1929 ; formally to admit members attending for the first time since their election.

To read the following paper : "The Design of Science Buildings," by Mr. Alan E. Munby, M.A.Cantab. [*F.*].

EXHIBITION OF THE WORK OF THE LATE BERTRAM GROSVENOR GOODHUE [HON. CORR. MEMBER].

Through the kindness of Professor William Emerson [Hon. Corr. Member], Director of the Department of Architecture, Massachusetts Institute of Technology, a collection of pen and pencil drawings by the late Bertram Grosvenor Goodhue has been lent to the R.I.B.A. for exhibition. The Exhibition will open on Monday, 18 November, and close on Saturday, 30 November, and will be open daily between the hours of 10 a.m. and 8 p.m. (Saturdays 5 p.m.).

CONDITIONS OF CONTRACT.

In answer to many inquiries made by members regarding the recognised Form of Contract, the minute of the General Meeting (Business) held on 10 June 1929, is reprinted below for information :—

> "RESOLVED that this meeting of the R.I.B.A. after full consideration of the terms of the proposed draft of the New Form of Contract now again submitted as in amendment of the existing and agreed 1909 Form of Contract, is unable to accept the same, but concurrently renews its offer to reconsider the amendment of the 1909 Form where necessary."

THE ROYAL GOLD MEDAL.

The Council propose to submit to His Majesty the King the name of Mr. Percy Scott Worthington, M.A.Oxon, Litt. D., F.S.A. [*F.*], as a fit recipient of the Royal Gold Medal for the year 1930.

THE R.I.B.A. LONDON ARCHITECTURE MEDAL, 1929.

The attention of members is drawn to the Form of Nomination and the conditions, subject to which the award will be made, for a building completed within the County of London during the three years ending 31 December 1929, issued separately with the current number of the JOURNAL. Any member of the Royal Institute is at liberty to nominate any building for consideration by the Jury.

The Nomination Forms should be returned to the Secretary R.I.B.A. not later than 28 February 1930.

The Medal for the building completed between 1926 and 1928 will be presented to Messrs. Easton and Robertson, FF.R.I.B.A., for the Royal Horticultural Society's New Hall, Greycoat Street, Westminster, at the General Meeting of the R.I.B.A. to be held on 6 January 1930.

ELECTION OF MEMBERS.

2 DECEMBER 1929.

An Election of Members will take place at the Business General Meeting to be held on Monday, 2 December. The names and addresses of the Candidates (with the names of their proposers) found by the Council to be eligible and qualified for membership according to the Charter and Bye-laws and recommended by them for election are as follows :—

AS HON. FELLOW (1).

HOWARD DE WALDEN AND SEAFORD : Lord, Thomas Evelyn Scott-Ellis, 37 Belgrave Square, S.W.1. Proposed by the Council.

AS HON. ASSOCIATE (1).

STOTT : SIR PHILIP SIDNEY, Bart., F.S.A., Stanton Court, near Broadway, Gloucestershire. Proposed by the Council.

AS HON. CORRESPONDING MEMBER (1).

WANSCHER, Vilhelm, M.A., Professor of the History of Art in the Royal Academy at Copenhagen ; Honorary Member of Akademisk Architekeforening at Copenhagen ; Member of the Kongilig Norske Videnskabers Selskab at Trondhjem ; Cav. Corona d'Italia ; Amaliegade 4, Copenhagen. Proposed by the Council.

AS FELLOWS (20).

BROAD : MALCOLM CHARLES [*A.* 1918], Calle 25 de Mayo 395, Montevideo, Uruguay. Proposed by John A. Cheston and the Council under Bye-law 3 (d).

COWDEROY-DALE : FREDERICK CHARLES [*A.* 1921], 31 Marina, St. Leonards-on-Sea, Sussex. Proposed by Robert Atkinson, J. Murray Easton and Howard Robertson.

HARRIS : PHILIP CAPES [*A.* 1914], Zanzibar, East Africa ; 31 Arundel Avenue, Sefton Park, Liverpool. Proposed by Professor C. H. Reilly, H. V. Lanchester and Ernest Gee.

HOOPER : CHARLES OWEN [*A.* 1920], Ching Ming Building, S.A.D. No. 3, Hankow, China. Proposed by Frank S. Reynolds and the Council under Clause C (i), Section IV, Charter 1925, and Bye-law 3 (d).

MACFARLANE : GEORGE GORDON, B.Sc., M.C., [*A.* 1921], 7 Carteret Street, S.W.1 ; 41 Acacia Road, N.W.8. Proposed by Charles Holden, Thos. S. Tait and C. Cowles-Voysey.

MINTY : ROBERT JAMES HUGH [*A.* 1922], 21 Great Peter Street, Westminster, S.W.1 ; 32B Queen's Road, St. John's Wood, N.W. Proposed by A. Heron Ryan Tenison, Ernest G. Cole and C. Harrold Norton.

MULLINS : GEOFFREY THOMAS [*A.* 1918], 5 Verulam Buildings, Gray's Inn, W.C.1 ; "Whincot," Holbrook Lane, Chislehurst, Kent. Proposed by W. Harding Thompson, Henry V. Ashley and Professor A. E. Richardson.

NEWMAN : PERCIVAL CORNEY, F.S.I. [*A.* 1902], 32 Walbrook, E.C.4., 74 Clifden Road, Twickenham. Proposed by H. Percy Monckton, H. Alexander Pelly and W. F. Foster.

NICHOLSON : Frederick William [*A.* 1912], 2 Dewey Avenue, Aintree, Liverpool. Proposed by T. E. Eccles, D. G. McIntosh and Arnold Thornely.

STOCKDALE : WILLIAM [*A.* 1907], 81 Howard Street, North Shields ; 5, Windsor Gardens, North Shields. Proposed by Lieut.-Col. A. K. Tasker, J. C. Maxwell and J. J. Hill.

STRICKLAND : HARLEY CLARENCE WILFRID [*A.* 1919], County Offices, Brecon ; " Brynafon," Cradoc Road, Brecon. Proposed by A. F. A. Trehearne, John Saxon Snell and Sir Banister Fletcher under Clause C (i), Section IV, Supplemental Charter 1925.

VERNON : FREDERICK AUSTIN [*A.* 1920], 82 Mortimer Street, W. ; " Cavaick," 185 Tulse Hill, S.W.2 Proposed by H. Courtenay Constantine, W. E. Riley and Ernest B. Glanfield.

And the following Licentiates who have passed the qualifying Examination :—

CLARKE : GODFREY L., Piece Hall Yard, Bradford, Yorks ; 11 Castle Road, Keighley, Yorks. Proposed by Sydney D. Kitson, Sir Banister Fletcher and Louis Ambler.

SALMOND : WILLIAM, F.S.I., 15 South Tay Street, Dundee ; 17 Adelaide Place, Dundee. Proposed by George P. K. Young, Thos. M. Cappon and Charles G. Soutar.

TANNER : DOUGLAS GEORGE, Great Western Buildings, Livery Street, Birmingham ; 79 Westfield Road, Edgbaston, Birmingham. Proposed by Herbert Buckland, Professor A. E. Richardson and A. T. Butler.

And the following Licentiates who are qualified under Section IV, Clause 4 C (ii) of the Supplemental Charter of 1925 :—

DAVIES : CHARLES GILBERT, 4 Avenue Edward VII, Shanghai, China ; 63 Route de Say Zoong, Shanghai, China. Proposed by Geo. A. Johnson, E. F. Bothwell and George L. Wilson.

GUNSON : ERNEST, F.S.I., 10 Marsden Street, Manchester ; " The Orchard," Elm Road, Didsbury, Manchester. Proposed by J. W. Beaumont, Harry S. Fairhurst and Francis Jones.

HAMILTON : GEORGE DOUGLAS, 23, Wormwood Street, E.C.2 ; 16 The Drive, Walthamstow, E.17. Proposed by Osborn C. Hills, H. P. Burke Downing and Gilbert H. Lovegrove.

JENKINS : THOMAS, J.P., Arcade Buildings, Station Street, Burton-on-Trent ; Croxall Hall, near Lichfield. Proposed by George M. Eaton, A. T. Butler and H. Tatham Sudbury.

LIDDLE : EDWIN FEWSTER WAUGH, 12 Eldon Square, Newcastle-upon-Tyne ; " The Little Garth," Hexham, Northumberland. Proposed by William Tweedy, Charles S. Errington and W. H. Wood.

AS ASSOCIATES (81).

ASHWORTH : HENRY INGHAM, B.A. [Passed five years' course at Manchester University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], " The Homestead," Poynton, Cheshire. Proposed by John B. Gass, Francis Jones, and J. Theo. Halliday.

BARKER : FRANCES (MISS) [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], 49, Lewisham Hill, S.E.13. Proposed by Howard Robertson, J. Murray Easton and W. R. Davidge.

BARTHOLOMEW : GEORGE [Final], 8 Campfield Street, Falkirk, Stirlingshire. Proposed by T. Harold Hughes, James Lochhead and A. N. Malcolm.

BECK : RICHARD THEODORE [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], 4 Mount Avenue, Ealing, W.5. Proposed by Howard Robertson, Alexander G. Bond and J. Murray Easton.

BRADLEY : FRANK [Final], Croft House, Chorley Street, Bolton, Lancs. Proposed by Joseph Foy, Harry S. Fairhurst and Ernest J. Pomeroy.

BREAKWELL : JOHN [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], 1 White Bear Place, New End Square, Hampstead, N.W.3. Proposed by Maurice Chesterton, Robert Atkinson and J. Murray Easton.

BROWN : ROBERT SMART [Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice], 47 Hamilton Place, Aberdeen. Proposed by James B. Nicol, Robert G. Wilson, Jun., and the Council.

BUCHANAN : JAMES WARDROP [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], c o Clonmore, Dyke Road Drive, Brighton. Proposed by Howard Robertson, Basil Sutton and J. Murray Easton.

BUNYAN : JAMES [Passed five years' course at Glasgow School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 42 Highfield Drive, Kelvindale, Glasgow, W.2. Proposed by T. Harold Hughes, John Watson and Thomas L. Taylor.

COLLMAN : LEONARD JOHN [Final], " The Old House," Marlborough Road, Hampton-on-Thames. Proposed by A. F. A. Trehearne, Robert Atkinson and George Coles.

COOTE : LIONEL FRANCIS RUSSELL [Final], The Cottage, North Park, Gerrards Cross. Proposed by Maurice Chesterton, A. G. R. Mackenzie and Herbert Wigglesworth.

CRABTREE : WILLIAM, Dip.Arch. (Liverpool) [Passed five years' course at Liverpool University School of Architecture. Exempted from Final Examination after passing the Examination in Professional Practice], 40 Windosr Road, Doncaster, Yorks. Proposed by Professor C. H. Reilly and the Council under Bye-law 3 (d).

CROSBY : EDMUND LIONEL [Final], 11 Hillfield Avenue, Wembley, Middlesex. Proposed by Harry Redfern, W. H. Hobday and Brook Kitchin.

CRUICKSHANK : ALEXANDER JAMES [Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice], 15 Gannochy Green, Gannochy, Perth. Proposed by James B. Nicol, Robert G. Wilson, Jun., and J. A. O. Allan.

CULPIN : CLIFFORD EWART [Final], 99A, Cranbrook Road, Ilford, Essex. Proposed by W. R. Davidge, Arthur Keen and Ernest G. Allen.

DEOLALIKER : GANESH BHIKAJI [Special Examination], Office of Government Architect, Public Works Department, New Delhi, India. Proposed by Professor A. E. Richardson, C. Lovett Gill and Arthur Stratton.

DOUGLAS : PERCIVAL HOWARD [Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice], Herons Gate, Eastbury Road, Watford, Herts. Proposed by James B. Nicol, Robert G. Wilson, Jun., and J. A. O. Allan.

DOW : JOHN SIM (Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice], Dunolly, Young Street, Craigie, Perth. Proposed by James B. Nicol, Robert G. Wilson, Jun., and J. A. O. Allan.

DUNN : RICHARD RUSSELL ANTHONY (Final), 10, Frederick

Street, Sunderland. Proposed by Thomas R. Milburn, W. Milburn and W. Milburn, Jun.

ECCLESTONE : JAMES HENRY [Final], 58 North Worple Way, Mortlake, S.W.14. Proposed by H. L. Thornely, Charles Holden and Lionel G. Pearson.

EDEN : WILLIAM ARTHUR [Passed five years' course at Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 16 Balmoral Terrace, Stockton-on-Tees. Proposed by Professor C. H. Reilly, Professor Lionel B. Budden and F. T. Penty.

ELLIS : HAROLD GEORGE, B.Arch. (Liverpool) [Passed five years' course at Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 16 Sandiways Road, Wallasey, Cheshire. Proposed by Professor C. H. Reilly, Professor Patrick Abercrombie and Professor Lionel B. Budden.

FINNEGAN : LEONARD [Special Examination], "Clifton," Kenton Lane, Kenton, Middlesex. Proposed by Thos. E. Scott, Frederick R. Hiorns and E. P. Wheeler.

FOLEY : HUGH VALENTINE [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], 72, Oakley Street, Chelsea, S.W.3. Proposed by Evelyn Simmons, Howard Robertson and J. Murray Easton.

FORBES : IAN [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], "The Shieling," Chalfont St. Giles, Bucks. Proposed by J. Edwin Forbes, J. Duncan Tate and J. J. Joass.

FRASER : JAMES MILNER [Final], Singapore Improvement Trust, Municipal Offices, Singapore. Proposed by Alexander Gordon, Major P. Hubert Keys and C. G. Boutcher.

GARRETT : ALFRED JOHN WILTON [Special Examination], 5 Fillebrook Avenue, Leigh-on-Sea. Proposed by F. C. R. Palmer, H. F. Murrell and G. W. Lord.

GIBB : JOHN JAMES BAYNE [Final], 126 Forth Street, Pollokshields, Glasgow. Proposed by Hamilton Neil, T. Harold Hughes and John Watson.

GOLDING : ALFRED [Final], 42 Rosebery Avenue, Westoe, South Shields. Proposed by Thomas R. Milburn, R. H. Morton and W. Milburn, jun.

GREENWOOD : FRED [Final], 234 Gloucester Terrace, Hyde Park, W.2. Proposed by Sir Edwin L. Lutyens, Albert J. Thomas and Sir Banister Fletcher.

HALL : FREDERICK GEORGE ALFRED [Final], 108 Hambalt Road, Clapham Park, S.W.4. Proposed by Professor A. E. Richardson, C. Lovett Cill and H. F. Murrell.

HARDING : HERBERT JOHN, A.R.C.A. [Special Examination], 46 Beauchamp Place, Brompton Road, S.W.3. Proposed by Professor Beresford Pite, Professor William G. Newton and F. B. Nightingale.

HATCHER : BASIL AINSWORTH [Final], Tudor Cottage, Rushmere, Ipswich. Proposed by E. T. Johns, John Petter and Percy F. Warren.

HELM : WILLIAM REX [Final], 32 Eastbourne Street, Oldham. Proposed by Isaac Taylor, Arthur J. Hope and Ernest Simister.

HOLT : A. NEVILLE [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], "Morlan," Graham Road, West Kirby, Cheshire. Proposed by Professor C. H. Reilly, S. G. Hewitt and the Council.

HOUGH : GEORGE CECIL [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 4 Curzon Road, Hoylake, Cheshire. Proposed by Sir Edwin L. Lutyens, Albert J. Thomas, and Professor C. H. Reilly.

JENKINS : GILBERT LAWRENCE MARTIN [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing the Examination in Professional Practice], 38 Elm Park Road, Chelsea, S.W.3. Proposed by Gilbert H. Jenkins, P. D. Hepworth and Howard Robertson.

KING : WILLIAM HENRY [Final], 106 Hendon Way, Golders Green, N.W.2. Proposed by J. J. Joass, Sydney D. Kitson, and James Parish.

KNIGHT : GEORGE WILLIAM [Special Examination], 146 Underhill Road, East Dulwich, S.E.22. Proposed by C. Stanley Peach, E. Stanley Hall and J. Stanley Heath.

KNOWLES : HERBERT JAMES, Dip.Arch.(Liverpool) [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 23 Craven Avenue, Plymouth, Devon. Proposed by John Clarke, Professor C. H. Reilly and Professor Lionel B. Budden.

LAMB : WILLIAM [Final], Saxon Tower, Windsor Castle, Berkshire. Proposed by Walter S. A. Gordon, James S. Gibson and John Jerdan.

LANE : HOWARD ROSS [Final], "Bramshaw," King's Avenue, Christchurch, Hants. Proposed by A. Edward Shervey, Edward F. Knight and Sydney Tugwell.

LEWIN : CAPTAIN HARRY ALMOND [Special Examination], Public Works Department, Colombo, Ceylon. Proposed by Henry J. Chetwood, Owen C. Little and T. O Foster.

LIGHTFOOT : BRODRICK ST. CLAIR, Dip.Arch.(Liverpool) [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], c o Messrs. Kendall and Mansergh, Rhodes Building, St. George Street, Cape Town. Proposed by Professor C. H. Reilly, Professor Patrick Abercrombie and Professor Lionel B. Budden.

LOVETT : WILLIAM FRANCIS BENJAMIN [Passed five years' course at the University of London School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 34 Cartwright Gardens, Tavistock Square, W.C.1. Proposed by Professor A. E. Richardson, Arthur Stratton and A. Alban H. Scott.

LOWES : ALEXANDER JOHN GEORGE [Special Examination], 153 King's Road, Chelsea, S.W.3. Proposed by R. Allsebrooke Hinds, A. Foster and George A. Mitchell.

LOWTHER : ANTHONY WILLIAM GEORGE [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice), The Old Quarry, Ashtead, Surrey. Proposed by Howard Robertson, C. H. James and Robert Atkinson.

LUBYNSKI : NORMAN FRANCIS [Final], "Loretta," Sedgemore Avenue, Camps Bay, Cape Town, South Africa. Proposed by H. J. Brownlee, F. K. Kendall and John Perry.

MACDONALD : ERIC ALEXANDER HECTOR [Final], 234 Gloucester Terrace, Hyde Park, W.2. Proposed by Sir Edwin L. Lutyens, Laurence M. Gotch and Albert J. Thomas.

MACDONALD : GEORGE SUTHERLAND [Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice), 21 Moray Street, Elgin, Morayshire. Proposed by John Wittet, James B. Nicol and J. A. O. Allan.

MCLAREN : IAN HASTINGS [Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice], Abbotsville, Cults, Aberdeenshire. Proposed by James B. Nicol, J. A. O. Allan and George Watt.

MANSFIELD : JOHN LESLIE STEPHEN, B.Arch.(Sydney) [Passed

five years' course at Sydney University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice), c/o Australian Bank of Commerce, Ltd., 62 Bishopsgate, E.C.2. Proposed by Major Hubert C. Corlette, Sir Charles A. Nicholson and T. J. Rushton.

MANT: CECIL GEORGE [Final], 8 Lansdowne Road, Muswell Hill, N.10. Proposed by Thos. E. Scott, T. P. Bennett and E. P. Wheeler.

METCALFE: JOHN GEORGE [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 36 Cedar Grove, Lodge Lane, Liverpool. Proposed by Hastwell Grayson, Leonard Barnish and Professor C. H. Reilly.

METZ: MORRIS DE [Final], 34 Upper Berkeley Street, W.1. Proposed by Arthur J. Davis, Charles H. Gage and T. P. Bennett.

MITCHELL: THOMAS [Passed five years' course at the Glasgow School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 62 Dalhousie Road, Barnhill, Broughty Ferry, Angus. Proposed by T. Harold Hughes, David B. Hutton and Thomas L. Taylor.

MORGAN: BRODRICK JOHN MORRIS [Final], 28 Sanderstead Avenue, N.W.2. Proposed by Professor A. E. Richardson, Arthur Stratton and W. Braxton Sinclair.

MORRIS: WILLIAM ALEXANDER [Special Examination], Hill Croft, Weaverham, Cheshire. Proposed by Arthur Brocklehurst, Halstead Best and Francis L. Lumb.

MORRISON: ROBERT JAMES [Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice], 24 Cedar Place, Aberdeen. Proposed by James B. Nicol, Robert G. Wilson, Junr., and J. A. O. Allan.

MOWBRAY: WILLIAM BAWDEN [Final], 36 Albion Road, Sutton, Surrey. Proposed by C. E. Varndell, Professor A. E. Richardson and Oswald P. Milne.

NAPOLITANO: FREDERICK [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], 159 Haliburton Road, St. Margarets-on-Thames. Proposed by Howard Robertson, J. Murray Easton and Robert Atkinson.

PLANT: WALTER GEOFFREY [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], Hall Cross Cottage, Doncaster. Proposed by Professor C. H. Reilly, Professor Patrick Abercrombie and Professor Lionel B. Budden.

POULTON: DENIS, Dip. Arch. (Liverpool) [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 2 Wellington Square, Oxford. Proposed by Professor C. H. Reilly, Professor Lionel B. Budden and R. Fielding Dodd.

REDWOOD: REGINALD SEYMOUR [Final], 56 Market Place, Chippenham, Wilts. Proposed by W. J. Stenner, Sir Frank W. Wills and C. F. W. Dening.

SAUNDERS: GEORGE SLEITH [Final], 53 Park Lane, Leeds. Proposed by G. W. Atkinson, G. H. Foggitt and H. S. Chorley.

SCAMMELL: RODNEY QUINTON [Final], 706 Coventry Road, Small Heath, Birmingham. Proposed by Baron C. S. Underhill, C. E. Bateman and G. Salway Nicol.

SHEWAN: WILLIAM WYLLIE CLARK [Passed five years' course at Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination after passing Examination in Professional Practice], 14 Calsayseat Road, Aberdeen. Proposed by James B. Nicol, J. A. O. Allan and Robert G. Wilson, junr.

SIMPSON: ROBERT ALISON CRIGHTON, B.A.(Cantab.) [Passed five years' joint course at the Cambridge University School of Architecture and the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], Greyshiels, Kirkstall Lane, Leeds. Proposed by Howard Robertson, James B. Dunn and Theodore Fyfe.

SPENCELY: HUGH GREVILLE CASTLE, B.Arch. (Liverpool) [Passed five years' course at the Liverpool University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], 9 Weymouth Street, W.1. Proposed by Professor C. H. Reilly, Professor Patrick Abercrombie and the Council.

STATHAM: COLIN WALTER [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], Rookery Wood House, Loudwater, Rickmansworth. Proposed by Howard Robertson, Oswald P. Milne and J. W. Stanley Burmester.

SUMMERSON: JOHN NEWENHAM, B.A.(Arch.) [Passed five years' course at the University of London School of Architecture. Exempted from the Final Examination after passing the Examination in Professional Practice], 8 Royal Terrace, Edinburgh. Proposed by Professor A. E. Richardson, C. Lovett Gill and John Begg.

SYKES: CECIL GEORGE [Final], 35 Hogarth Hill, N.W.11. Proposed by Professor A. E. Richardson, C. Lovett Gill and E. Hadden Parkes.

TABER: EDWIN ATKINSON [Final], 12, Hilton Road, Potternewton Park, Leeds. Proposed by G. H. Foggitt, Colonel Albert E. Kirk and H. S. Chorley.

TAMKIN: ARTHUR LESLIE [Final], "Paraiso," St. Efrides Road, Torquay. Proposed by Norman G. Bridgman, W. N. Couldrey and A. S. Parker.

THOMPSON: GERALD LEOPOLD [Final], 18 Willoughby Road, Hampstead, N.W.3. Proposed by W. Henry White, T. Hansford White and F. N. Weightman.

TOMLINSON: HAROLD, M.A.(Cantab.) [Special Exemption], 14, Trumpington Street, Cambridge. Proposed by Theodore Fyfe, Howard Robertson and J. Murray Easton.

TURNER: CHARLES AUSTIN CHARLEWOOD [Passed five years' course at the Architectural Association. Exempted from Final Examination after passing Examination in Professional Practice], 18 Crossways, Sutton, Surrey. Proposed by Howard Robertson, Robert Atkinson and J. Murray Easton.

WAILES: PHILIP ARTHUR [Passed five years' course at the University of London School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], Knotty Green, Beaconsfield, Bucks. Proposed by Professor A. E. Richardson, Arthur Stratton and C. Lovett Gill.

WALKDEN: JOHN STANLEY [Passed five years' course at Manchester University School of Architecture. Exempted from Final Examination after passing Examination in Professional Practice], Kenmore, Dales Avenue, Whitefield, Manchester. Proposed by Herbert H. Brown, J. T. Halliday, and John Swarbrick.

WAUGH: DAVID STARK REID, Dip.Arch.(Glasgow) [Passed five years' course at Glasgow School of Architecture. Exempted from Final Examination after Passing Examination in Professional Practice], 1 Maitland Avenue, Langside, Glasgow, S.1. Proposed by Norman A. Dick, James Miller and John Watson.

WILLIAMS: GEORGE [Final], Ferres Chambers, Whitefriargate, Hull. Proposed by H. Andrew, Frederick J. Horth and G. Dudley Harbron.

Queries and Replies

[A large number of questions on points of professional practice and technical interest are addressed to the Practice and Science Standing Committees and to other Committees of the Institute.

The Council, on the recommendation of the Science Standing Committee, have decided to adopt the procedure of publishing such queries in the JOURNAL when on matters of general interest, together with the replies of those members who, having special knowledge and experience of the particular questions, have been asked to express their opinions upon them. The scheme is based upon that adopted by the Surveyors' Institution.

The identity of the member seeking the information will not be disclosed, but the replies published will be signed by the members who have supplied them.]

Query No. 1.

LONDON BUILDING ACT, 1894, PART 8, SECTION 87 (6). EXTERNAL WALLS WITH FOOTINGS PROJECTING INTO ADJOINING OWNERS' PREMISES: PAYMENT OF FEES.

I am acting as architect for a Cartage Contractor for his new depot. Along the back of his land he is erecting a row of stables. In order to do this I am taking down the fence, which is six feet high, and is the property of the Cartage Contractor, and erecting a brick wall ten feet above ground level with footings projecting into the adjoining owners' premises. I have served the usual Form C—"External Walls with footings projecting into Adjoining Owners' Premises," issued by the Royal Institute of British Architects, for this purpose, and have received a letter from a firm of solicitors in which they state that my form has been handed to them by the Adjoining Owner and asking me to guarantee payment of their (the Solicitors') fees and also the fees of a firm of Surveyors whom they will instruct to protect the interests of the Adjoining Owner. Should the Building Owner pay either the Adjoining Owners' Solicitors' or Surveyors' fees in this case? There is no question of right of light or easements in this case.

Replies to Query No. 1

A.

Part VIII of the London Building Act, 1894, was enacted to allow neighbouring owners of party structures to settle their differences respecting the rights therein given them through their Surveyors without the intervention of lawyers, and the procedure is laid down under Section 91.

It is not the custom to recognise any charges of an adjoining owner's solicitor, but it is usual for the building owner to pay the reasonable fees of the adjoining owner's surveyor, which are arranged in the award which follows the due appointment of the respective surveyors.

It would be unwise to guarantee any fees.

J. DOUGLAS SCOTT [*A.*].

B.

Under Section 94 of the London Building Act, 1894, the Adjoining Owner has a right to serve a requisition on the Building Owner to give security for the payment by him of all expenses and costs in respect of the work as may be payable by the Building Owner; and the Building Owner upon receipt of the same may serve a counter requisition upon the Adjoining Owner for security for payment by him of all expenses and costs as may be payable by the Adjoining Owner.

Though there is no mention in the Act as to which of the two parties is liable for the costs of a party wall Award, it is the usual practice in the profession that the fees of the Adjoining Owner's Surveyor should be paid by the Building Owner, but if the Adjoining Owner chooses to employ a Solicitor on his behalf (which is not required by the Act), it is not usual that these fees should be payable by the Building Owner.

If, therefore, the Adjoining Owner insists upon security for his Solicitor's fees, the Building Owner should issue his counter requisition, and if the two Surveyors of the Building Owner and the Adjoining Owner do not agree in the drawing up of the Award as to the question of payment of the Solicitors' fees, the matter must be settled by the Third Surveyor, and according to his decision the Solicitors' fees will be payable by one or other of the two parties.

Whether the word "security," as mentioned in the Act, and the word "guarantee," which occurs in the query, are synonymous, I cannot say, but I think the practical interpretation is the same

J. ALAN SLATER [*F.*].

Competitions

ABERYSTWYTH: PROPOSED WINTER GARDEN AND BAND PAVILION.

The Aberystwyth Corporation invite architects to submit, in open competition, designs for a Winter Garden and Band Pavilion.

Assessor: Mr. Arnold Thornely [*F.*].

Premiums: £100, £70 and £30.

Last day for receiving designs, 1 January 1930. Conditions of the competition may be obtained on application to the Town Clerk, Town Hall, Aberystwyth. Deposit £2 2s.

ACCRINGTON: NEW POLICE AND FIRE STATIONS.

The Accrington Corporation invite architects to submit, in open competition, designs for new Police and Fire Stations.

Assessor: Mr. Herbert J. Rowse [*F.*].

Premiums: £250, £150 and £100.

Last day for receiving designs, 28 February 1930. Conditions of the competition may be obtained on application to the Town Clerk, Town Hall, Accrington. Deposit £2 2s.

DUMFRIES: PROPOSED TOWN HALL AND MUNICIPAL CHAMBERS.

The Provost, Magistrates and Councillors of the Burgh of Dumfries invite architects, resident or practising in Great Britain, to submit, in open competition, designs for a Town Hall and Municipal Building which it is proposed to erect upon an area of ground, being the site of the old Town Hall and Municipal Offices in Buccleuch Street, Dumfries.

Assessor: Sir George Washington Browne, P.R.S.A.

Expenditure: £45,000.

Date of delivery: Noon on 7 December 1929.

Premiums: £300, £200, and £100.

Conditions of the competition and block plan of the site may be obtained on application to the Town Clerk, with a deposit by crossed cheque of £2 2s.

GUILDFORD: NEW MUNICIPAL BUILDINGS

The Guildford Corporation propose to invite local architects to submit, in competition, designs for new municipal buildings.

Assessor: Mr. T. S. Tait [*F.*].

Premiums: £50 and £25.

[Conditions are not yet available.]

KINGSTON-UPON-HULL: NEW STREET FROM PARAGON STATION TO BEVERLEY ROAD.

The Hull Corporation invite architects to submit schemes in competition for the façades of a new street and openings to adjoining streets to be formed from the Paragon Station to the Beverley Road.

Assessor: Sir Reginald Blomfield, R.A., Litt.D., M.A., F.S.A., P.P.R.I.B.A.

Premiums: £750, £350 and £150.

Latest date for receiving designs: 12 (noon), 30 November 1929.

Conditions of the competition may be obtained on application to the Town Clerk, Guildhall, Hull. Deposit, £1 1s.

LIVERPOOL: PROPOSED PIER HEAD IMPROVEMENTS.

The Liverpool City Council propose to offer premiums of 1,000 guineas and 500 guineas in connection with a competition for the improvement of the amenities of the Pier Head.

[Conditions are not yet available.]

SWANSEA: MUNICIPAL BUILDINGS.

The Swansea Corporation invite architects to submit, in open competition, designs for new municipal buildings.

Assessor: Mr. Henry V. Ashley, V.-P.R.I.B.A.

Premiums: £750, £500, £300 and £200.

Last date for receiving designs, 18 January 1930. Conditions of the competition may be obtained on application to the Town Clerk, Town Hall, Swansea. Deposit £2 2s.

ANZAC MEMORIAL BUILDING, SYDNEY, N.S.W.

The Trustees of the Anzac Memorial Building invite competitive designs for an Anzac Memorial to be erected in the City of Sydney, New South Wales.

The qualification of competitors is defined in the conditions of competitions as follows:—

"The competition is limited to Australians who are legally qualified as architects in New South Wales or who are legally qualified to practice architecture outside of New South Wales provided that no competitor shall be employed as architect to the work until he has been duly registered as a legally qualified architect in New South Wales or until other arrangements, satisfactory to the Trustees and to the Board of Architects of N.S.W., shall have been made.

"Nothing in these conditions shall preclude the association of an Australian sculptor with a competitor either during the competition or in the execution of the work.

"For the purpose of this competition 'Australian' shall mean a natural born British subject who has practised or worked in Australia either as a principal or an assistant. Provided that no Australian soldier within the meaning of Part 4 of the Australian Soldiers' Repatriation Act 1920 shall be excluded by this clause."

The competition will be conducted in two stages; the closing date for the first stage is 24 January 1930. The cost of the Memorial is to be £75,000. The conditions of competition have been approved by the Institute of Architects of New South Wales.

Conditions of competition may be obtained from the office of the Trustees of the Anzac Memorial Building, 3rd floor, Wingello House, Angel Place, Sydney, or from the offices of the Institutes of Architects in the various Australian States, or from the office of the Agent-General for New South Wales, Australia House, London.

OLYMPIA, LONDON: "PAVILION OF LIGHT."

The *Daily Mail*, in conjunction with the General Electric Company, Ltd., is organising a competition in connection with the lighting, heating, decorating and furnishing, and electrical equipment of the rooms of a "Pavilion of Light," which will be erected at the Ideal Home Exhibition at the Olympia, London, in March 1930.

Jury of Assessors:

Sir Edwin Lutyens, R.A., F.S.A. [*F.*].
Sir Duncan Watson, J.P., M.I.E.E.
Mr. Philip Connard, R.A.
Mr. Oliver P. Bernard.
Mr. Douglas G. Tanner. [*L.*].
Mr. G. G. Wornum [*F.*].

Premiums: For each room, 100 guineas, 25 guineas, 20 guineas.

Last day for receiving designs: 14 December 1929.

Conditions of the competition may be obtained on application to the *Daily Mail* Electrical Competition, Carmelite House, E.C.4.

Members' Column

CHANGE OF OFFICE ADDRESS.

MR. FRANK ROSCOE, A.R.I.B.A., has moved his office from 43 Bedford Row, to Piccadilly. His new office address is 107 Jermyn Street. S.W. 1. Telephone: Gerrard 1182.

MR. FRANK A. COYLE.

MR. FRANK A. COYLE [*L.*], of 29 Newmarket Street, Consett, Co. Durham, has opened a branch office at 11 Saville Row, Newcastle-on-Tyne. Telephone: Central 8095.

APPOINTMENT VACANT.

REQUIRED, Eastern Counties, all-round provincially trained Architectural Assistant.—Reply Box 3448, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

PARTNER WANTED.

ARCHITECT AND SURVEYOR, 35 years in successful practice, West of England, requires Partner.—Apply Box 1010, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

PARTNERSHIPS WANTED.

A.R.I.B.A., practising architect (36), with wide experience of School, Church and restoration work, Domestic (Illustrated *Country Life*), Multiple Shop Work, etc., thorough knowledge of quantities and practice routine, desires Partnership in busy firm. Not afraid of work. Please state premium, if any, required.—Box 5119, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

ASSOCIATE, young, energetic, experienced, requires partnership in well-established practice, Southampton district, or South Coast. Some capital available.—Apply Box 2910, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

A.R.I.B.A., University Graduate (1st Class Hons.), 30 years of age, seeks partnership. Has acted as assistant to Sir Edwin Lutyens as well as in several first-class provincial offices. Good draughtsman. Has made R.A. drawings for leading architects. Good at most outdoor sports. Has played for two counties.—Apply The Secretary R.I.B.A., 9 Conduit Street, London, W.1, who knows applicant.

ASSOCIATE requires appointment in London with view to partnership. Eight years' School and Office experience. Capital available. —Apply Box 2510, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

FELLOW R.I.B.A., wide experience, own practice, London for many years, and specialised in work that has been superseded by Government action. Capable. Master of all details pertaining to busy practice. Desirous of joining established practice as partner. Capital available.—Box 1110, c/o The Secretary R.I.B.A., 9, Conduit Street, London, W.1.

F.R.I.B.A. with extensive experience is desirous of entering into partnership with another keen and well-established Architect, with a view to sharing responsibilities, and increasing clientèle. Some capital available.—Apply, in first instance to Box 2109, c/o The Secretary R.I.BA., 9 Conduit Street, London, W.1.

ASSOCIATE, with American and London experience on many different types of buildings, with academic and practical qualifications, young, energetic, travelled, requires partnership with an established firm in London.—Apply Box 4929, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

DISSOLUTION OF PARTNERSHIP.

THE partnership between Messrs. Simmons and Cutbush having been dissolved, Mr. Evelyn Simmons will continue his practice at Palace Chambers, Bridge Street, Westminster, S.W.1. Mr. Cutbush's address will be c/o The Architectural Association, 36 Bedford Square.

OFFICE ACCOMMODATION.

SMALL single office to let, next to Piccadilly Circus, in architect's suite of offices; second floor. Moderate rent, inclusive of light, heat, cleaning, use of telephone, etc.—Apply Box 2810, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

ASSOCIATE with capable staff and good offices in Bloomsbury is willing to allow use of his office by provincial members for correspondence and interviews.—Apply Box 1210, c/o The Secretary, R.I.B.A., 9 Conduit Street, London, W.1.

ASSOCIATE has spare room available, rent £45 inclusive, good address near Charing Cross.—Apply Box 9214, c/o The Secretary, R.I.B.A., 9 Conduit Street, London, W.1.

Minutes I

SESSION 1929–1930.

At the Opening General Meeting of the Session, 1929–1930, held on Monday, 4 November 1929, at 8.30 p.m.

Sir Banister Fletcher, F.S.A., President, in the Chair.

The attendance book was signed by 64 Fellows (including 24 Members of Council), 31 Associates (including 2 Members of Council), 7 Licentiates, 1 Hon. Fellow, 7 Hon. Associates, and a large number of visitors.

The minutes of the Ordinary General Meeting held on 24 June 1929 having been published in THE JOURNAL, were taken as read, confirmed, and signed as correct.

The following members attending for the first time since heir election were formally admitted by the President :—

Allen Foxley [*F.*].

Kenneth Andrew Begg [*A.*].

The Secretary announced that the Council had nominated for election to the various classes of membership the candidates whose names are published in this issue of THE JOURNAL for election on 2 December 1929.

The President delivered the Inaugural Address of the Session.

On the motion of the Right Hon. Lord Monk Bretton, C.B., Chairman of the London County Council, seconded by Sir William Llewellyn, K.C.V.O., President of the Royal Academy, and supported by Mr. Arthur Keen, a vote of thanks to the President for his address was passed by acclamation.

The President briefly expressed his acknowledgments.

The President unveiled and formally presented to the Royal Institute the portrait of Mr. Walter Tapper, A.R.A., F.S.A., Past President, painted by Sir William Orpen, R.A., and moved a vote of thanks to the painter. Sir William Orpen and Mr. Walter Tapper briefly expressed their thanks to the meeting.

The President announced that the Council propose to submit to His Majesty the King the name of Mr. Percy Scott Worthington, M.A. Oxon., Litt.D., F.S.A. [*F.*], as a fit recipient of the Royal Gold Medal for the year 1930.

The meeting terminated at 9.50 p.m.

ARCHITECTS' BENEVOLENT SOCIETY

(Insurance Department).

HOUSE PURCHASE SCHEME

(for property in Great Britain only).

The Society is able, through the services of a leading Assurance Office, to assist an Architect (or his client) in securing the capital for the purchase of a house for his own occupation, on the following terms :—

AMOUNT OF LOAN.

Property value exceeding £666, but not exceeding £2,500, 75 per cent. of the value.

Property value exceeding £2,500, but not exceeding £4,500, 66⅔ per cent. of the value.

The value of the property is that certified by the Surveyor employed by the Office.

RATE OF INTEREST, 5½ per cent. gross.

REPAYMENT.

By means of an Endowment Assurance which discharges the loan at the end of 15 or 20 years, or at the *earlier death* of the borrower.

SPECIAL CONCESSION TO ARCHITECTS.

In the case of houses in course of erection, it has been arranged that, provided the Plan and Specification have been approved by the Surveyor acting for the Office, and the amount of the loan agreed upon, and subject to the house being completed in accordance therewith, ONE HALF of the loan will be advanced on a certificate from the Office's Surveyor that the walls of the house are erected and the roof on and covered in.

NOTE.—In 1928, over £20,000 was loaned to architects under this scheme, and as a result over £100 was handed to the Benevolent Fund.

If a quotation is required, kindly send details of your age next birthday, approximate value of house and its exact situation, to the Secretary Architects' Benevolent Society, 9 Conduit Street, London, W.

Members sending remittances by postal order for subscriptions or Institute publications are warned of the necessity of complying with Post Office Regulations with regard to this method of payment. Postal orders should be made payable to the Secretary R.I.B.A., and crossed.

It is desired to point out that the opinions of writers of articles and letters which appear in the R.I.B.A. JOURNAL must be taken as the individual opinions of their authors and not as representative expression of the Institute.

DATES OF PUBLICATION IN SESSION 1929-30.

1929.—9, 23 November ; 7, 21 December ; 1930.—11, 25 January ; 8, 22 February ; 8, 22 March ; 12, 26 April ; 10, 24 May ; 7, 21 June ; 12 July ; 9 August ; 20 September ; 18 October.